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It was a nice warm day on Nov. 17, 1977, so three waitresses from New Zealand Railways' passenger station restaurant in Christchurch took their lunch break outdoors as Dj class 1253 idled nearby.

W. T. Morgan, P.O. Box 6469, Oxmard, Calif. 93031

RAILROAD Magazine

Adventurous Railroading and Rail Hobbies—Founded 1906

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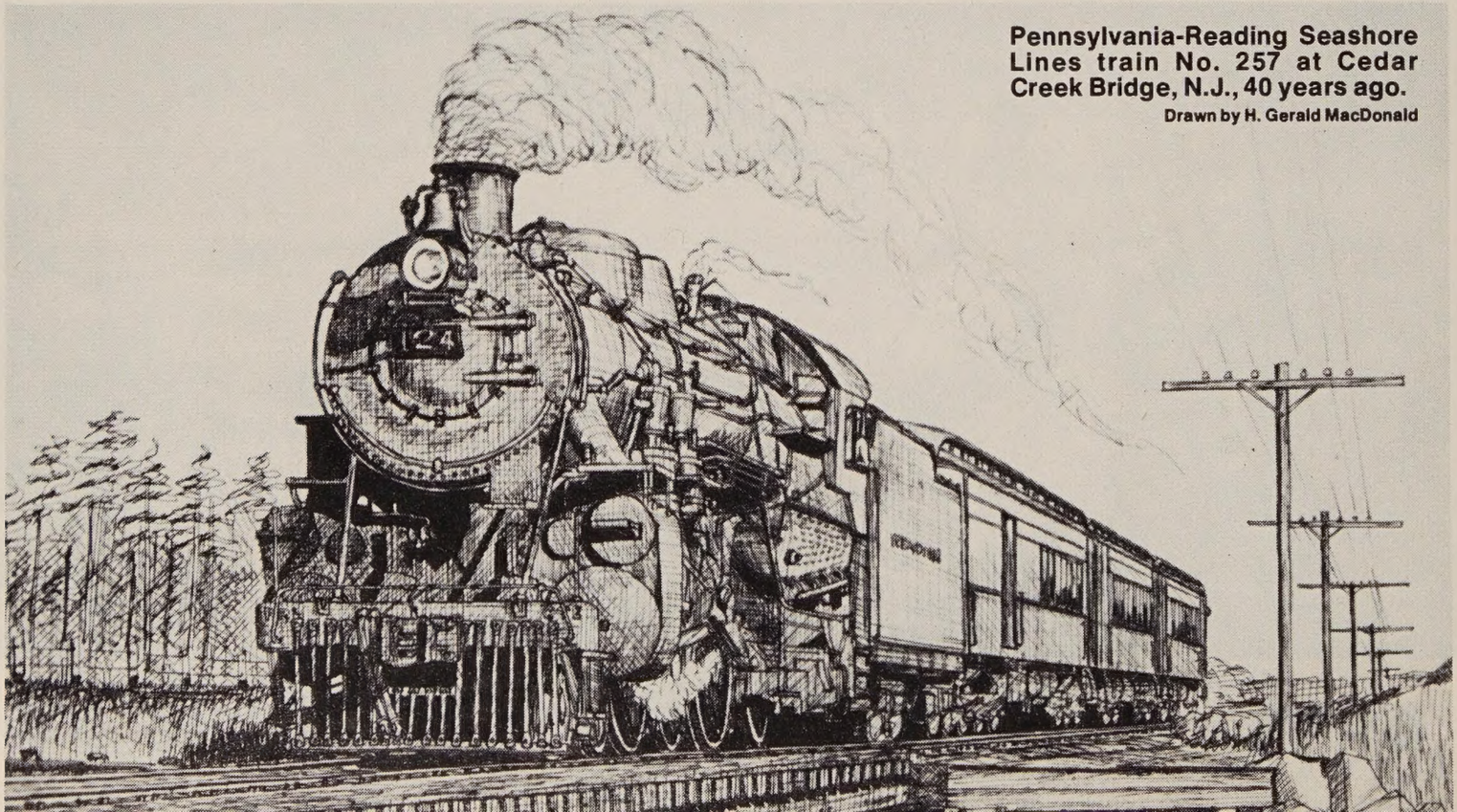


Pennsylvania-Reading Seashore Lines train No. 257 at Cedar Creek Bridge, N.J., 40 years ago.
Drawn by H. Gerald MacDonald

MAIL CAR

where editors and readers meet

GIVING A NEW LOOK to *Railroad*—your longtime favorite magazine which telegraph operator Frank A. Munsey began publishing in October, 1906—we have added four new pages, all in glowing color. At the same time we are now using wrappers to protect and speed the magazines mailed to subscribers. Such bonuses cost money—not to mention the inflation spiral which hits everybody—so we are selling the bigger and better-quality *Railroad* at $1.25 a copy. Annual subscriptions, of course, still cut the price you pay per copy.

Subscription in the U.S. now costs $14 a year, $25 for two years. Elsewhere: add $2 per year for Canadian postage, $3 per year postage for Pan-American addresses, and $5 per year for other foreign addresses. Send all subscriptions as usual to *Railroad*, Portland Place, Boulder, Colo. 80302.

Our current front cover is a watercolor of Southern Pacific cab-ahead No. 4274 wheeling the famous *Overland Limited* at Truckee, Calif., painted by *Interesting Railfan* Ernie Towler, 3234 Montana Ave., Costa Mesa, Calif. 92626.

Back cover shows a Union Pacific freight pulled by locomotives 3167, 3167, and 3156, each an eye-filling UP yellow like the cars, westbound to Ogden. It is passing above another UP train, which is rolling eastward in Utah toward the Wyoming border.

"These locomotives," Jim Edmonston tells us, "are EMD 3000-hp SD40-2's built in 1972. Union Pacific thus let it be known that a motive power policy change was afoot, as they ordered General Electric U-30C's at the same time, putting their faith in 3000-hp engines instead of those double-engined monsters and 3600-hp SD-45's. Numbers 3161, 3167, and 3158 are part of a 90-unit order (3083-3172) and are UP's first EMD 'DASH-2' locos."

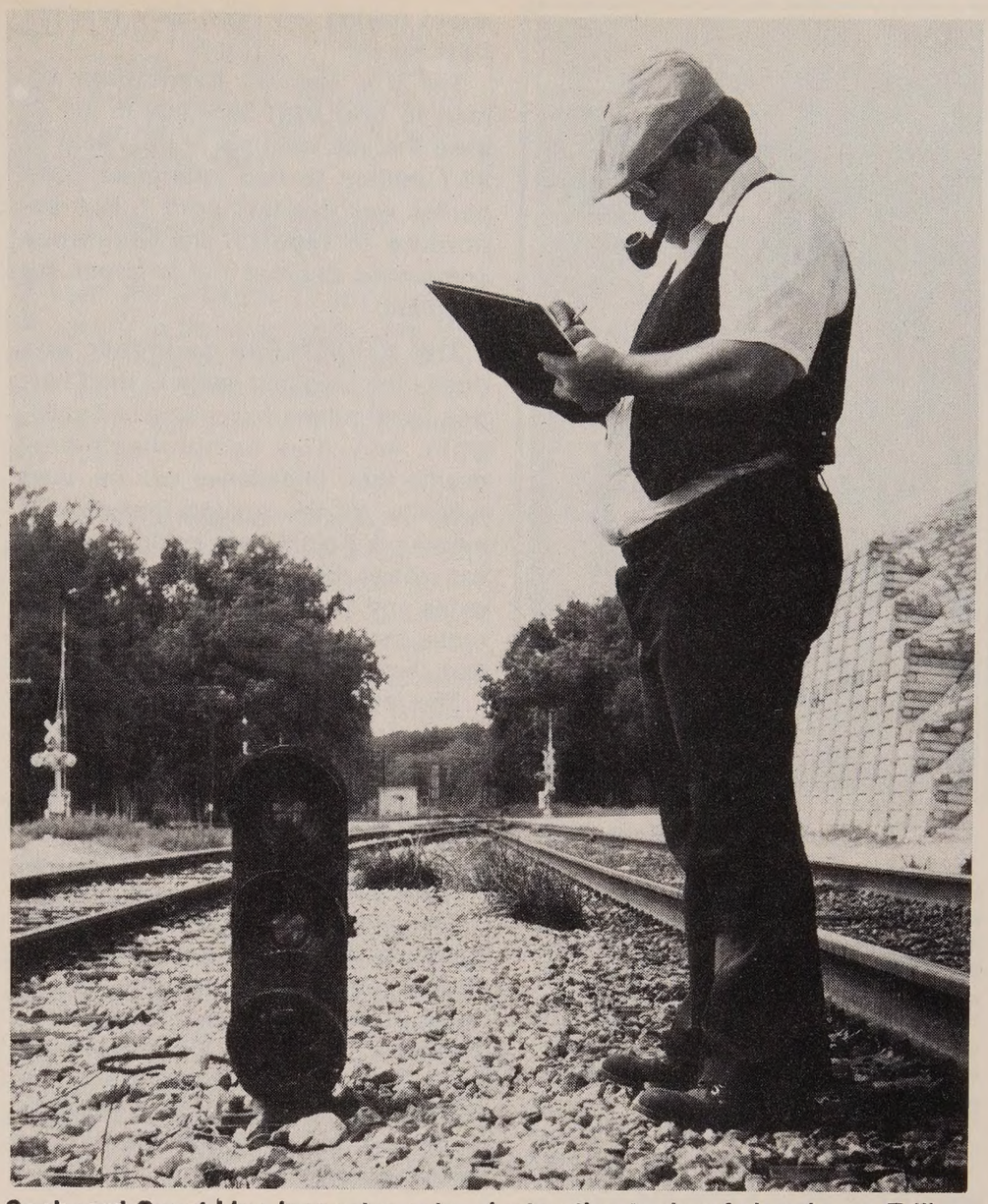
The Personality Parade

EARLY last year you printed an item about my possession of the very first issue of *Railroad Magazine*, Oct. 1906, and my interest in obtaining Petaluma & Santa Rosa railroadiana. A surprisingly large number of readers answered. One of them I have since married, a railfan of long standing (1927). I was thrilled to get so many P&SR items such as photos, passes, timetables, etc., and especially a good husband—all through your magazine!—Mrs. Jo Ann Shelburne (nee Hills), P.O. Box 1414, Downey, Calif. 90240.

GANDY DANCER Mike Bonacci, 24, set a record by driving five spikes into a railroad tie in 67 seconds and he pulled them out in 11 seconds. This feat has been recognized by *Guiness Book of World Records*. His second exhibition of the traditional skills of the gandy dancer broke the old record by 16 seconds. A machine operator at the Omaha track department, Bonacci was Burlington Northern's entrant in the 1977 National Gandy Dancer Contest.

INTERESTING RAILFAN Frank Clodfelter, 36 Westchester Dr., Asheville, N.C. 28803, has written a book, *Fogg and Steam*, to be produced by Pruett Publishing Co. 3225 Prairie Ave., Boulder, Colo. 80301, which, because of its full-color reproductions of paintings by *Interesting Railfan* Howard Fogg, may well become a collector's item. The book will have about 168 pages, 11x14″, 28 paintings in color, and over 100 photos.

I AM 10 years old and in the fourth grade. My little sister is 3. She gets very disappointed when the engineer of a train never waves to her. When I was 3, the engineers always waved to me. Now they look right at us and don't do a thing. I don't think it takes that much effort to lift your hand and



Seaboard Coast Line inspector notes destruction to dwarf signal near Trilby, Fla., on July 31, 1977. Vandals smashed red lens and bottom bulb.

Fred Clark, Jr., 312 Mariva Ave., Clearwater, Fla. 33515

Arthur T. Knowles

Mel Ost, president of RRE, was the first to call this magazine regarding the recent passing of Art Knowles, 86, former assistant ed of Railroad, retired Westinghouse statistician, railfan extraordinare, Revolutionary and Civil War buff, Mayflower Society, the Titanic Memorial Society, and many other interests.

wave it and make a little kid happy.—Annie Butler, La Mirada, Calif.

MARG FULLER, a 24-year-old passenger sales and services employee of Canadian National at London, Ont., has been assigned to the temporary position of stationmaster—the first woman to hold the job. She says it can be demanding, particularly on Fridays and Sundays when passenger services are busiest, but ensuring the olderly running of the station is a challenge she is happy to accept.

KENT P. SHOEMAKER, 44, former president of the Detroit, Toledo & Ironton, has been elected president and chief executive officer of the Delaware & Hudson Railway, succeeding Charles E. Bertrand, who died March 3rd.

D&H operations are concentrated in New York, Pennsylvania, and Vermont. Its stock is owned by the Norfolk & Western, but it operates as a separately managed company. New York State officials have been talking about buying the financially pressed D&H. Maybe it's only talk.

The U.S. Railway Association agreed to give D&H $250,000 in aid to keep the line running. A D&H debt of $1.7 million to two insurance companies was due last April 1. But, according to reports, the insurance companies decided not to press for payment.

THE COUNTLESS motorists who dodge the crossing gates at the Chardon Road railroad crossing in Euclid, Ohio, may now comprehend how deadly their impatience can be. Just recently, for the second time in four months, a freight train collided with a car whose driver ignored the warning gates and flasher lights and began to cross the tracks. The last time, one man died. This time three died.

The latest victims were co-workers on their lunch break from Euclid Crane Co., a factory just a few hundred feet from the crossing. They were identified as William H. Anderson, the driver; Jerry D. Tuttle, and Pasquale D'Errico.

The gates at the Norfolk & Western crossing there are often down while trains couple and uncouple freight cars in a nearby switching area. Motorists go around the gates regularly. Railroad workers who saw the eastbound train approaching yelled to Anderson, but apparently he did nor hear their warning.

Ever See a Train Box?

AN OLD-FASHIONED train box, dating from the turn of the century, is serving the third generation of the Church family in the job of railroad conductor.

The box was originally the property of W.H. Church, who began his railroading as a brakeman on the Mississippi River & Bonne Terre and then worked as a brakeman on the St. Louis, Iron Mountain & Southern (later Missouri Pacific) and as a conductor on the Frisco and on the Cotton Belt, dying in 1930.

The box was inherited by his son, W.H. Church, who was a brakeman and then conductor on the St. Louis, Iron Mountain & Southern and finally a conductor on the Cotton Belt. At his death in 1961 the box became the property of his son, William T. Church, one of *Railroad Magazine's* authors. Bill is a Missouri Pacific conductor living at 512 55th Terrace, North Little Rock, Ark. 72118, but currently out of service for poor health.

The train box is about two feet long, about 10 inches wide, 10 inches high, and has brass corners and a lock. It was made especially to hold passenger reports and has a compartment for a conductor's cap. As was the custom in the early 1900s, a conductor usually assigned the train porter to place such a box on his train and take it off at the end of a run. It rested on the seat opposite the one used by the conductor and, when opened up, served him as a desk.

Welded Rail's Why, How?

TWIN STRANDS of continuous welded "ribbon" rail now connect Washington, D.C., with New Orleans. The final link has been installed in Southern Railway's mainline between the two cities, thus welded-railing the entire 1,150-mile route. Southern's total welded-rail mileage is about 5,700, roughly half of all its mainline trackage. Each year the Southern lays some additional 400 miles of new welded rail.

As you probably know, welded rail is far stronger than jointed track. One reason: it is heavier—some 132 pounds per yard, versus the 100-lb. rail previously standard between New Orleans and Birmingham. Also: it has no joints, which in ordinary rail occur every 39 feet and are the weakest part of the track structure. Furthermore, it eliminates the familiar *clickety-clack* of train wheels passing over rail joints and thus gives passengers and freight a smoother ride. More important, it is far less likely to fail under the increasingly heavy and varied loads of today's trains. And by avoiding the pounding or rail ends by wheels passing over joints, it dramatically lowers the cost of track maintenance.

Installation of the ribbons of rail is a far cry from the days of muscular gandy dancers. Modern machines do most ot it. The rails are welded into quarter-mile lengths at a central location. Then they are hauled in special trains of 33 cars to the point of installation. Each train carries 54 ribbons of rail—enough for seven and one-third miles of new track. As preliminary steps in rail-laying, new crossties are unloaded along the track. These ties are placed on the roadbed at locations where old ties have been marked for replacement.

New ballast is then distributed. Tie-plates and spikes, rail anchors, tie-plugs, and creosote are unloaded. As the train moves into position and

the replacement actually begins, two strands of rail are threaded onto a rail-pusher and fed out over a roller-car (used to steady and guide the rail) between the old rails. The new ribbon rail is then guided into place and spiked to gage. The old rail is hauled to Atlanta to be processed for other use or scrapped.

Pennsy-B&O Engines

THE PENNSY gained control of the Baltimore & Ohio in 1901 and kept it until 1904. Pennsy intended to merge the B&O into the PRR, but President Theodore Roosevelt threatened a suit under the Anti-Trust laws. So the PRR relinquished control by selling its B&O stock, mostly to Union Pacific stockholders. The PRR required the B&O to buy locomotives to PRR designs. Two such designs appeared on the B&O in 1902-1903; the 2-8-0, same as PRR H-6a, and 25 Atlantics, same as Pennsy E-2. (One of the Atlantics, B&O 1474, was rebuilt with piston valves and superheated, A-2a, and was not scrapped until 1947.)

There were actually 197 of the 2-8-0 type: 1706-1753, original numbers, B&O class I-7, of which 1707, 1714, 1722, 1732, 1736, 1738, 1742-1744, 1747 and 1749-1750 were rebuilt to 0-8-0, class E-24L. These engines were returned to 2-8-0, but during the 1920s, were again rebuilt to 0-8-0, class L-1a. The 1706-1753 series were renumbered to 2350-2397, and 2357, ex-1713; 2363 ex-1719, 2375, ex-1731; and 2381, ex-1737, were rebuilt to E-24a.

There was no 2311. Alco builder's 27478, that would have been 2311, was actually Schenectady May, 1904, B&O 2400 0-6-6-0, first Mallet in U.S.A., *Old Maude,* renumbered 7000 about 1917. I saw the 7000 in storage at Keyser, W. Va., in 1938. Some railfans, including me, wrote asking George H. Emerson, Chief of Motive Power of the B&O, to save her, but she was scrapped in 1937.

E-24 class engine 2308 frames and wheels were used to make up the rear unit of B&O 2421, 2-6-8-0, class 0-odd, built by Baldwin in 1910, renumbered 7010, KL-1, about 1917. There is some doubt that 2421 ever carried 7010. She was scrapped that same year, 1917; and the 2308's frames and driving wheels returned to 2-8-0 2308, which managed to hang around until 1937. What did the B&O do with 2308's own boiler while she was the rear unit of the 2421? Stored? There was thus 197 class E-24.—Ivan W. Saunders *(Interesting Railfan),* 500 Second St., Brownsville, Pa. 15417.

Views and Reviews

THE RESPONSE to my recent query in *Running Extra* was terrific—and helpful. Thanks, Barbara, to you and all who answered.—B.F. Alabastro, 108 First Ave., Frankfort, N.Y. 13340.

IT IS STRANGE to me that no one seems to have pinpointed the real cause of so many recent derailments. Poor track conditions are, of course, a major factor; but I don't think that is the main reason. Back in 1915, around the time I went firing, the very largest freight cars did not have a capacity of over 40 tons or a length exceeding 40 feet. Since then, the size and capacity have been tripled. The cars are not only heavier, longer, wider, and higher but are also much heavier.

However, the standard track gage, 4 feet 8½ inches, still dates back to the days when the first railway was built, which was in England for horse-drawn converted stagecoaches, to which flanged wheels were added. America's earliest railroad trains likewise were horse-drawn stagecoaches. Then steam locomotives took over; and U.S. railroads grew at a tremendous rate, still with the same gage—although for a while roads such as the Erie originally had a 6-foot gage and there were, of course, narrow-gage lines as well.

Had the early railroad builders been able to look into the future and see what would happen to the transportation industry, they would have standardized from the very beginning a track width of 6 or 7 feet. You can readily see what is bound to happen, when today's cars of vast size and weight, running on the present too-narrow-gage track, hit a curve or even a small low place in the track. Those cars start to sway from side to side. Being top-heavy, they may either roll completely over or lift the wheels on the inside of the curve, entirely off the track, and thus the derailment occurs.

To change the gage on all North American railroads to 6 or 7 feet at this stage of the game would be so fantastically expensive that it could not be done. But one of two drastic changes could solve the problem: either return

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Canadian National's recent Turbo hostesses symbolize the glamor and luxury of the train itself. The specially created Turbo ensembles by Montreal designer John Warden starts off with a white wool worsted suit (left) worn by hostess for duties before train departs. En route, hostess ties on cherry red apron (center) and (right) fashionably attired sans apron for Turbo evening runs.

Canadian National Railways

to the use of much smaller cars or cut the speed limits very sharply.—Stanley W. Cadwell, retired engineer, 200 Lionel Ave., Solvay, N.Y. 13209.

THE WORLD'S largest driving wheels in the 1930s were, I believe, those on five Reading engines with 86-inch wheels, built in 1906, with cylinders 23 by 27 inches, Class P-5se—except for 12 Atlantic types of the old London, Midland & Scottish (previously Lancashire & Yorkshire) in Great Britain, which had 87-inch drivers. The latter were built in 1899, with cylinders (inside) 18 by 26 inches. They had narrow fireboxes, so were not typical Atlantics.

I remember that while touring Europe in 1932 I was much interested in passenger motive power. At Heidelberg I was surprised to see some German Pacifics with drivers 82⅔ inches. These were the first six-coupled engines I had ever heard of (with trailing wheel under firebox) over 80 inches, which size occured on the Pennsy, B&O, Reading, Great Northern (4-8-4), and some old Pacifics on the Alton (1909). Also 81 inches on the LM&S and 80½ inches on the Great Western of England and 80¾ inches on Italian State Railways (4-6-2); 79-inch wheels were fairly common.—Oldtimer, Augusta, Ga.

THE POEM "Just Empties Coming Back," which you reprinted anonymously in March issue, was actually written by C.B. Clark.—George M. Feldner, 23 Orchard St., Warwick, N.Y. 10990.

WANTED by Freiherr Reinhard Koenig-Faschsenfeld, Schloss Fachsenfeld, D-7031 uber Aalen, Germany (who reads English): photos showing steam locomotive development in North America for use in an exhibition planned for Aalen at the end of this July. He says all material loaned to him will be returned.

AN ATTRACTIVE tiny book, *A Brief Look at Date Nails,* 12 pages, 3x4½", illustrated, has been written and published by Glenn W. WiseIII, 29 Meadowbrook Lane, Cedar Grove, N.J. 07009. He says he'll send a free copy of it, as long as the supply lasts, to anyone sending SSE. If interested, you'd better write him at once. We don't know how many copies are available.

AMBLER, PA., a Philadelphia suburb, was originally called Wissahickon, but was renamed to honor Mrs. Mary Benjamin Ambler because of her Florence Nightingale role immediately after a head-on collision in front of her home on July 17, 1850. A Sunday school picnic train in two sections on the North Pennsylvania Railroad (later part of the Philadelphia & Reading) was to carry 1,200 people, mostly children, from Philadelphia to a wooded area in the Whitemarsh Valley near Fort Washington.

The first 11-car section left Master Street Station in the early morning, 9 minutes late, and at 5:18 a.m. it rammed into a mixed train on the single-track line. The boiler on the latter's engine, the *Aramingo,* exploded, setting the coaches afire. With 62 persons killed and more than 100 others eriously injured, it was at that time America's worst train disaster.

Mrs. Ambler ran over to the scene with lint, bandages, and other surgical supplies. All day, under the broiling sun, she cared for those who desperately needed help, without stopping to eat or drink. Later, in her house, she nursed many victims until they were able to go to their own homes. So railroad officials renamed the local station for her. It still bears her name.

First Railroad Strike

THE FIRST organized railroad labor strike in America, possibly the first anywhere, began on March 15, 1855, when all 13 coaches owned by the 61-mile Boston & Thompson Railroad were coupled to a woodburning locomotive. At that time it was the longest train ever seen in New England. Pulling out of Thompson depot in northeastern Connecticut with hundreds of workers aboard, it picked up more employes as it rolled along. Trainmen collected about $16 from the freeloading riders, enough money to buy cordwood for the trip to the road's business office in Boston.

Speaking for the employes, conductor Bill Floyd said, in effect, to mill-owner and B&T president Welcome Farnum: "There are 1,200 of us here, including 500 laborers who built the line to Thompson, and you promised to pay us today. This is the last train to run over your rails until we are paid in full for the past six months of our work."

Sympathetic Bostonians set up tables in the freight house adjoining the depot, fed the strikers, and provided sleeping accommodations for them. For three weeks no train ran between Boston and Thompson, and the strikers did what they could to sabotage the railroad. But after the third week, with the company's treasury empty and its credit gone, public sympathy for the strike waned. The 1,200 employes gradually scattered, seeking work elsewhere.

In one sense, the strikers lost, for they never got the pay they had rightly earned and they lost their old jobs. But for the first time, railroad workers had shown they could organize for a common cause. They tied up the road so tightly that not a wheel turned for six months. Eventually the B&T was taken over by the New York & New England (later part of the New Haven System, now Conrail). ●

Our Monthly Newscast

MORE THAN 16,600 miles of track that the railroads of U.S. want to abandon or are considering for abandonment have been identified by the ICC. This represents about 10 percent of the nation's total rail trackage.

THE SOUTHERN PACIFIC and the Rock Island have agreed in principle for SP to buy CRI&P properties and operating rights over 966 miles of line between Santa Rosa, N.M., and St. Louis, via Kansas City. The purchase price will be $57 million, payable when the deal is closed, following approval by the ICC and the Rock Island's reorganization court in Chicago. The line being sold is part of the *Golden State* route, between California and the Midwest, which has been operated jointly by the Rock Island and SP for many years.

A COST-BENEFIT ratio of 14-to-1 results when rail carriers use security-type seals to prevent railroad cargo thefts, according to a study by the U.S. Department of Transportation. DOT states that for every $1 spent on security seals, $14 is saved in the reduction of stolen or damaged goods. The survey, conducted over a six-month period, profiled 876 freight cars of Illinois Central Gulf. Not included are savings in administrative costs of claim adjustments.

Fires and alcoholic beverages are among the highest risk items shipped—a favorite target for thieves. DOT-serialized security seals were installed on "control" cars transported over select, known "high risk" routes. Shippers and receivers kept records to verify cargo damage or losses in transit. Security seals are not easily removed without the use of special removal equipment, thus discouraging casual thieves and vandals who account for a reported 85 to 90 percent of all cargo thefts.

Nine of 876 cars reached destination with broken or missing seals. Only 4 of those sustained losses. An additional 39 cars incurred content

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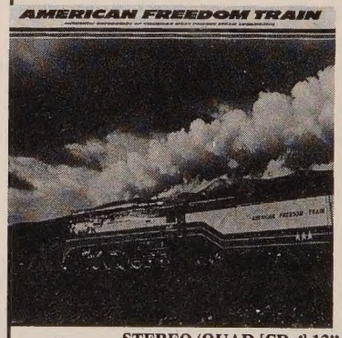

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shortages prior to seal application on loaded cars or after the seals had been removed at destination. This fact indicates the need for improved security at both loading and unloading docks as well as in transit. Each seal costs from 16¢ to $1.

CONRAIL will lease 162 new 60-ft. high-cube, multi-purpose boxcars, initially to haul automobile parts. The cars, with cushioning to protect lading, are being built by Berwick Forge & Fabricating Div. of Whittaker Corp.

SOUTHERN PACIFIC is asking the ICC to end Federal control of the rates it may charge for agricultural shipments and thus give the railroad the same freedom from rate regulation enjoyed by its truck competitors. SP's request is a petition for a limited exemption from the Interstate Commerce Act. It would apply only to agricultural commodities originating on, terminating on, and moving solely over the SP or any of its affiliated railroads, including the St. Louis Southwestern (Cotton Belt).

As SP explains: "The so-called 'agriculture exemption' enjoyed by truckers was designed years ago to aid farmers by freeing local truckers from both the economic restraints and complexities of rate regulation when carrying produce to local markets, packing sheds, or grain elevators.

"It was not foreseen at the time that this exemption would enable truckers, for example, to carry fresh fruits and vegetables from California to New York or grain from Nebraska to Galveston totally free from rate regulation as they now do."

A Nasty Derailment

WE DID NOT KNOW, my wife and I, when we boarded Santa Fe train No. 4 at Amarillo, Texas, on the rainy morning of October 6, 1954, for a vacation in Canada, that a serious derailment was laying in wait for us. Our train consisted of three F7 class-300 diesels, three baggage cars, a chair-car, a chair-diner, and a Pullman, all heavyweights.

At 10:30 a.m., after a station stop at Shattuck, Okla., we passed over a broken rail at milepost 409, 143 miles east of Amarillo, at maximum permitted passenger-train speed of 79 miles per hour in CTC territory. The *San Francisco Chief* and two fast freights had rolled safely over the same spot within the previous hour. But No. 4 was ditched. Our three diesels stayed on the rails. All of our cars derailed. The three baggage cars departed from the diesel units, uncoupling and overturning the chair car in which my wife and I were riding, and the chair-diner and Pullman.

The head end kept going for a quarter-mile down the track. The chair-car rocked along the ties across a pile-driven trestle, its wheels on the right side chewing up the deck timbers. Guard rails held the car upright until it went off the trestle. Then the car fell over on its right side, flinging about like rag dolls the 16 passengers, including ourselves and some deadheading trainmen, also No. 4's train crew, except for the rear-end flagman. The last two cars were left several hundred feet behind.

Heavy seats were torn loose, most all the window glass was destroyed, and the rain added to the misery. After what seemed like an eternity, as the heavy car rocked along the ties, I felt a hazy indifference to my surroundings. As the car overturned, I was flung through the air, landing several feet forward in a luggage rack.

A terrible moment of silence followed. Then the air was filled with screams and moans from the injured, many lacerated and bruised. Conductor Laughter, now with blood seeping from head cuts, had been riding in a forward seat, handling his train paper work. With great presence of mind, he tried to get about to see the extent of the passengers' injuries; but he couldn't. There was too much confusion. Half of the car seats had been torn loose and were strewn about in disarray.

Crew men precariously made their way about, examining the more seriously hurt. Some people had been thrown under the heavy seats. The rain, added to the blood, made slippery footing.

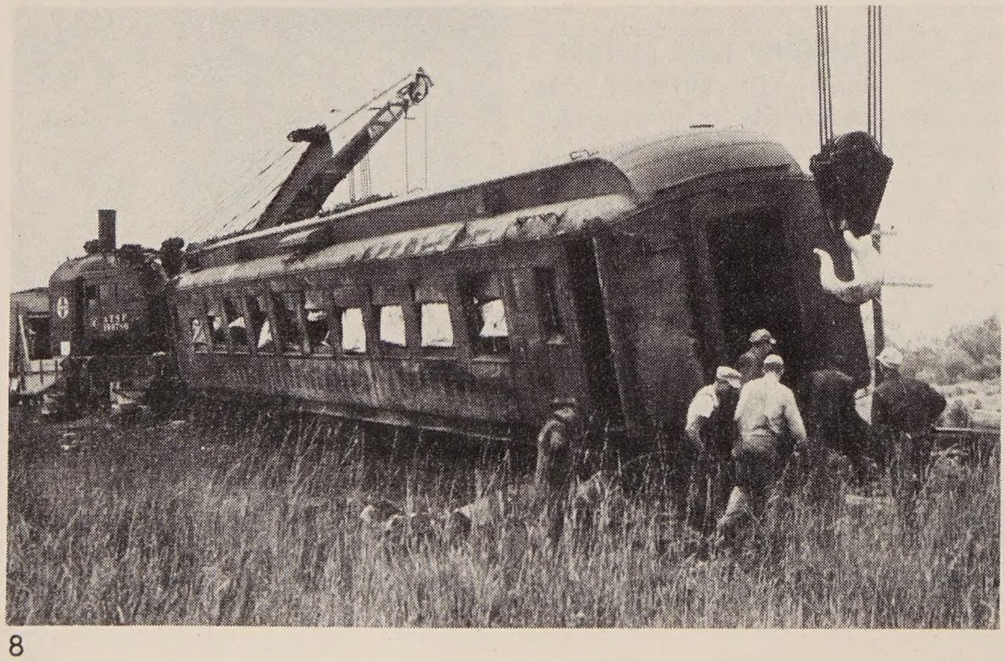
My wife suffered severe injuries, two seats having landed on top of her; but I had only minor bruises and scratches. An Army captain, traveling in the Pullman, began to get things organized. He'd had first-aid training and he asked for some stretchers, which crew men got from the baggage cars. Someone called the dispatcher from the lineside booth phone, and of course the derailment was indicated on red lamps on the CTC machine in the Amarillo dispatcher's office. (Today, at least on the Santa Fe, CTC is TCS, or Traffic Control System.)

Passing motorists from the adjacent highway came over to offer help, but none of the injured were moved until two ambulances came from Shattuck and three from Woodward, nearly an hour later. Order emerged from chaos. Victims were eased out of the overturned car, some via the broken windows, others crawling through the vestibule entrances. The excellent medical facilities at Shattuck, a few miles away, helped to ease this traumatic experience.

Wrecking trains from Amarillo and either Waynoka, Okla., or Wellington, Kan., sped to the scene. Their crews cleaned up the mess, and the railroad was operating normally the next day. Five hundred feet of track had been torn up, but the only schedule delays were to westbound No. 3 and freight trains.—William O. Gibson, 4427 30th St., San Diego, Calif. 92116.

Wm. O. Gibson, 4427 30th St., San Diego, Calif. 92116

Santa Fe No. 4 was derailed running eastbound injuring 16 in Okla., in '54.



Trackside Graves

THE EPITAPH on a gravestone in Woodland Cemetery at London, Ont., Canada, reads: "In memory of Ireland A. Tory, who died Jan. 24, 1857, age 35 years" and "In memory of Charles Betts, who died Jan. 8, 1857, aged 24 years." Beneath are the words: "Who lost their lives in the discharge of their duty as Engineer and Fireman of the G.W.R.R. through a collision on Burlington Heights. Erected by their friends and fellow workmen."

Also on the stone is this poem:

Our engine now is cold and still,
No water does our boiler fill.
Our wood affords its flames no more.
Our days of useful ness are o'er.
Our wheels deny their wanted speed;
No more our guiding hands may heed.
Our whistle, too, has lost its lore;
Its shrill and thrilling sounds are gone.
Our valves are now thrown open wide.
Our flanges all refuse to guide.
Our backs also that were so strong
Refuse to aid the busy throng.
No more we feel each weeping breath;
Our steam is now transcended in death.
Life's railway's o'er such stations past.
In death we've stopped our course at last.
Farewell, dear friends, and cease to weep.
In Christ we're safe: In Him we sleep.

Who can supply details of this wreck?—Glen Curnoe, 16 Cartwright St., London, Ont., Canada N6B 2W4.

AT LEAST TWO trackside graves are located on what used to be this division of the Burlington. The one at Frannie, Wyo., is marked with a little white fence around a steel rail driven into the ground. Chisled into it are a man's name, Waltemar, and date of death, March 4, 1906. I'm told he was killed while unloading material in the Frannie yard.

The boys tell me that the other is a woman's grave in Wendover Canyon of the North Platte. There is no name on the stone, but I understand she was the "mother" of a construction camp when the Cheyenne Northern built through the canyon. One report says the gang took her body from the river and had to bury it there beside the track.—Ton Bateman, brakeman, Casper, Wyoming.

Canadian railway gravestone of Ireland A. Tory and Charles Betts.

Photograph by W. Glen Curnoe

His Train Runs Nowhere

THE PASSENGER TRAIN of the Stonington & Southern is never late because it never leaves Jim Bradley's back yard at Stonington, Conn. Its owner spends much time fixing up the six cars he has collected over the last 18 years for his own pleasure. However, he has no engine and doesn't aim to buy one.

"Some folks bequeath their savings to someone else," says Jim. "I have fun with mine."

From the platform leading to the *Fox Point,* an observation car once doomed to be destroyed, you can see across the water to Watch Hill. Jim owns a seventh piece of rolling stock—a presidential touring car he bought in Canada and has loaned to the Narragansett Pier Railroad in Peace Dale, R.I.

This car is still used during the summer on a spur line that once brought the wealthy to southern Rhode Island's seaside resorts.

Jim Bradley's railfan story began in 1960 when he saw old passenger cars with names blacked over being towed down the New Haven Railroad tracks past his home. The one-time post office clerk, who had been forced by an accident to retire in 1967, asked where the cars were headed and was told they would be stripped and melted down.

Thereupon he contacted New Haven officials and bought two of the cars, which were delivered by rail and road to his home and mounted on tracks he had laid. One car led to another and soon there were four. The local zoning board forced to move his tracks a little and an argument with a neighbor prompted him to add more rolling stock.

"One fellow didn't like it," said Jim, adding that the guy made him mad. "I was going broke, but borrowed money and bought two more cars."

Over the years, he has lovingly

worked on the cars, restoring them to their original color and condition. He paid about $1,000 for each one.

Though he is still able to get around well, the train fancier needs help in restoring the electrical systems and metal work. However, he can't afford to pay for help.

North of the Border

PHOTO of Leanchoil siding which you published a while ago recalls memories of the time I fired on that Canadian Pacific division in 1922. Except for the motive power, things look about the same there today as they did over 50 years ago. When I was on pusher service between Golden and Field, B.C., and running light from Field, we had to use the passing track for meets with passenger or freight trains. I can recall wild stormy nights, with a blizzard howling down through Kicking Horse Pass, when we'd thunder by that little depot while doubleheading a passenger or a silk special eastbound.

Sometimes the order board would be set for a pickup of a "19" order on a freight run and if the head-end brakeman happened to be back in the caboose I'd have to grab the hoop myself. Crouched on the engine steps, with my right hand gripping the grab rail, I'd stick my left arm out, hoping it would go through the hoop that the operator was holding up. Usually it did, but now and then I'd miss. Then it was up to the tail-end crew to get both hoops. They never failed.

Failure would have meant pulling the air to stop our train and then backing up. While passing through Leanchoil siding, we'd be highballing to make the steep grade ahead, so the engineers would cuss a blue streak if the air was pulled on them at such times. All those things were exciting experience in the days when I fired beautiful steam locomotives on a mountain division.—Bert Lanning, 717 Pandora Ave., Victoria, B.C., Canada V8W IN9.

WANTED by P. Hjorth, CN locomotive engineer, 28 W. 21st Ave., Vancouver, B.C., Canada V5Y 2C9, a history of Davenport Locomotive Works, including, if possible, a roster of the locomotives it built.

CP RAIL is increasing its capacity for carrying highway trailers with the delivery of an order for 90 single-hitch piggyback flatcars from a Quebec company. The cost is about $2.9 million.

CANADIAN PACIFIC will have to be "pushed very hard" before its head office is moved out of Quebec Province, company Chairman Ian D. Sinclair told a television audience. Speaking from Ottawa on CTV, he said: "We've been in Montreal for pretty near 100 years. We've liked it there. We've been successful there. And we want to stay there."

Mr. Sinchair said the language of the company's head office is English, "will continue to be English, and must be English. We're a trans-national corporation and we could not operate our head office in French."

He added that the Quebec government has shown no signs of attempting to force Canadian Pacific to operate in French.

CANADIAN NATIONAL has revised its official languages policy to ensure equality of status of both English and French in the daily operations of the company. The amended policy is basically the same as that issued in Oct. '72, but changes have been made to make more certain that French has the same status in Quebec as English has in other privinces.

The objective is to have French as the language of work in the St. Lawrence Region, as English is in the rest of the system. Both languages are used at system headquarters. As part of the approach to this policy the company has implemented bilingual train orders in Quebec.

An Engineer's Premonition

ANDY STAYSKO, retired Canadian Pacific engineman living in Lethbridge, Alta., has had over the years certain extra-sensory perceptions which the rest of us are denied. This I discovered while interviewing him. Two of his experiences seem to prove it.

"I was engineer on the 3091 standing at Magrath, Alta., in June, 1925," he said. "My conductor was Peter Johnson. We had just finished switching a few cars when he came up to the engine to see about our next move."

(In those days there was one siding between Magrath and Spring Coulee to the west. This was Bradshaw and train orders showed it full of cars.)

Johnson instructed Andy to go for the meet with the Cardston local passenger at Spring Coulee. Andy looked at his watch and figured they had an hour and 13 minutes. Normal running time then was 35 minutes.

"Something told me I'd best sit where we were at Magrath," he recalled. "I said to the conductor: 'Peter, if you fellas don't mind, I've a funny feeling we should stop where we are and wait on that passenger'."

The conductor made it easy for him: "It's up to you, my boy. We'll just back her off the main and wait."

This they did, but the train didn't show. Since it was not reported running late, Johnson set up his telephone and soon learned from the dispatcher that a small trestle over an irrigation canal had been undermined by beavers and had collapsed.

Fortunately, the section gang had discovered it in time and flagged down the passenger train minutes before it was due to cross. Had Andy Staysko tried to run for the meet he might well have dumped his locomotive 18 feet into 12 feet of water!

The other incident occurred in 1934. Andy pulling a mixed train between Consul and Val Marie, Sask., with Fred Connolly firing. It being springtime, there was considerable run-off from the long winter's snow. At one point along the line he encountered a section crew with a track motor and asked the foreman if he'd patrolled the area recently.

When the answer was no, Andy's premonition started ticking and again he sensed trouble. So he backed his freight and let the section crew go ahead to "pilot" them.

Two and a half miles east of Frontier, on a slight curve, the gandy dancers frantically waved their arms like so many windmills. A badger had bored a hole beside a culvert and the spring run-off had undermined the entire fill. When Andy stopped his train he found the tracks hanging 13 feet off the ground for a distance of a full car length!—Nicholas Morant, CP Rail special photographer and one of our *Interesting Railfans*, in *CP Rail News*.

Australia Heard From

TRAVELERS on the *Blue Mountain* train in New South Wales are being delayed by a juvenile nuisance that could be deadly. The game of chicken has been revived by children with flashlights who jump in front of trains. One such train was stopped twice on the same night. The guard (conductor) was horrified to find the body of a dead child on the track!

Elsewhere in Australia, the Royal Silver Jubilee train returned to the Central Station in Sydney, N.S.W., for a final three-day exhibition before its treasures were removed. During the four-month tour across Australia more than 300,000 people visited the train, which had $100 million worth of historic objects and royal heirlooms on board.

"The exhibition has been so successful that we have been embarrassed by the number of people we have had to turn away." said Harry M. Miller, chairman of the Silver Jubilee Organisation.

More than 50 items from the Royal Collection had been lent by Queen Elizabeth. Ten Commonwealth policemen travelled with the exhibition. Their strict security had been supplemented at every stop by state police and railway authorities.—A. Mann, P.O. Box 3, Drummoyne, N.S.W., 2047, Australia.

A Trouble-Scarred Railway

HEJAZ RAILWAY, built by the Turks between 1900 and 1908 and destroyed by the Saudi Bedouins and again by Arab revolutionaries, is to be rebuilt, linking Saudi Arabia, Jordan, and Syria.

Rebuilding the line, which used to carry pilgrims from Turkey and Syria to Islam's second holy city of Medina, has been talked about since the 1950s. Only now is the scheme going ahead. The rebuilt line would bypass the Suez Canal and link the Middle East to Europe through Turkey.

This line operated only nine years before Arab revolts blew its bridges and culverts out of existence. Parts of the railway were destroyed in 1913 and 1914 in Saudi Bedouin invasions and counter-invasions. The damage was repaired, but Colonel T.E. Lawrence (Lawrence of Arabia) quickly proved again how insecure the line was. Encouraged by the British, who feared the danger to the Suez Canal posed by the 25,000 Turks in Arabia, Lawrence's Arabs blew up bridges culverts, and large sections of track.

The Turks pulled back to Syria and surrendered to General Allenby's forces a few days before the Armistice. Most of the line has remained unused since.

Now the three owner nations are meeting again. A technical committee has completed work on plans for its reconstruction with standard-gage lines for modern trains to carry passengers and cargo all year round between the three countries and Europe. But cost-sharing is an obstacle. As one journalist put it, the line could have been constructed by the amount of money spent on cables to cover news of the proposed railway. News item from A. Mann. ●

99 DEAD IN NASHVILLE WRECK

AMERICA'S WORST rail disaster occurred at Nashville, Tenn., on the old Nashville, Chattanooga & St. Louis in early morning of July 9, 1918—just 16 days after the most tragic of all circus-train wrecks at Ivanhoe, Ind.—but the newspapers played down both collisions because of wartime news policies. The nation's railroads had recently come under Federal control for the duration and, although the U.S. Railroad Administration was not to blame in either case, those wrecks could have discredited Government operation in the minds of some people.

No scheme has been devised whereby two approaching trains can run on the same stretch of single track at the same time. Passenger trains Nos. 1 and 4 tried this impossible stunt. Number 1 was scheduled to leave Nashville at 7:00 a.m., whereas No. 4 was due to arrive ten minutes later. Ordinarily, they met safely on the double track between the city station and Shops, 2½ miles out.

The double track ended at Shops. Thus, if No. 1 were a bit late in reaching Nashville depot, No. 4 could wait at Shops until the other arrived. No. 1 was the superior train. It consisted of 4-8-0 engine No. 181, a baggage car, five wooden-bodies coaches, a steel Pullman, and a steel-underframe Pullman.

An interlocking plant was located at Shops. Operator Johnson looked out the window there at 7:15 a.m. and saw No. 4 pass by at moderate speed. Puzzled, he studied the train order to see whether or not No. 1 had shown up yet. It hadn't! He called dispatcher Phillips. Horror-stricken, Phillips ordered him to try to stop it. The towerman sounded an emergency air whistle in a grim effort to attract the train crew's attention. But they did not hear it—or, if they did, did not heed it.

The doomed trains rushed toward each other with nothing to stop them! Due to curves, a slight grade, rather dense woodland, and an overhead bridge, the engineers could not see each other's trains until too late. Nothing could be done now but call out the wrecking crew and phone for ambulances.

They met head-on at 7:20 a.m. on a curve two miles out of Shops! Engine 381 was derailed, her boiler stripped as clean as if she had been through a back shop. When the wrecking crew finally jacked her up, 30 persons, only one living, were taken out from underneath. The other engine, 282, and five cars likewise were demolished. Ninety-nine people were dead, 171 injured. The Interstate Commerce Commission said the wreck could have been prevented if there had been a manual block system and that the loss of life would have been far less if all-steel equipment had been used. ●

The Romance of
LOCOMOTIVE WHISTLES

Whistle shown on Green Mountain Railroad 89 on Sept. 1, 1968, was formerly on 28 of Rutland R.R.

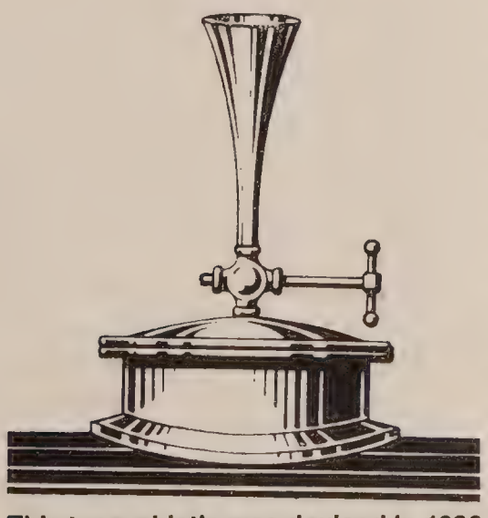
Edwell H. Brown, 402 W. Main St., Norwich, Conn. 06360

Pipe whistle heard in Dixie for years was on Ten-wheeler class L-4 No. 704 of Seaboard Air Line.

Photograph by Sam Appleby

LOCOMOTIVE WHISTLES can be traced as far back to the steam trumpet attached in May, 1833, to the locomotive *Comet,* built by George Stephenson, on the Leicester & Swannington Railway in England, although whistles based on the same principle had been used on stationary boilers in mills and factories at least as early as 1826.

North America's first locomotive quill seems to have been the one installed on a new woodburning 4-4-0 built by Rogers, Ketchum & Grosvenor at Paterson, N.J., which made her trial run on Sept. 3, 1837. This device was mounted on the rear of the boiler. It was a single-departmant affair into which steam was blown and refracted back and upward, past the lip, causing it to vibrate with a high-pitched note.



This type whistle was devised in 1836 by George W. Whistler, father of artist who painted the famous "Whistler's Mother," known to many.

The engine was bought by a "paper" railroad, the Mad River & Lake Erie (later part of the New York Central System), headquartered at Sandusky, Ohio. The Mad River line hadn't laid a foot of track when the freshly-painted engine arrived on Nov. 17, 1837; but its loosely ballasted ties and wrought-iron rails were soon in place, and the new Eight-wheeler, boastfully named *Samson,* was not only the first locomotive to run in Ohio but was also the first one anywhere to be equipped with a steam whistle.

No sound—except maybe, for religious persons, that of a church bell—was more comforting to early settlers in remote areas of the West that the wail of a woodburner reassuring them that they were not alone. William Crooks, the first chief engineer of the St. Paul & Pacific (now Burlington Northern), said in his reminiscences the railroad's initial run from St. Paul to St. Anthony, a village 10 miles away, now called Minneapolis:

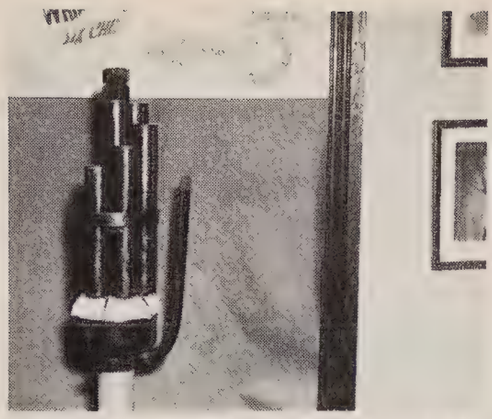
"The Indians on the way didn't know what to make of the long fire-wagon, and they stood a good way off and watched us, half scared to death, as we pulled along. When the whistle blew, they and their ponies went tearing away across the prairie as if their evil spirit was come among them."

ONE OF THE FIRST laws enacted by the Indiana State Legislature penalized enginemen who failed to blow two long and two short whistle blasts at grade crossings. The whistles in those days were harsh and strident, but as time went on their tones were gradually deepened and mellowed. A "bull" whistle, invented around 1881, with a chamber of increased depth, gave forth a heavier note. Chime whistles, originally used on marine equipment, went a long way toward romanticizing the railroads. Freeman Hubbard wrote in his first book, *Railroad Avenue:*

"The actual street, whether it goes by this name or any other,

When *John Bull* of Camden & Amboy roamed on rails in southern New Jersey over a century ago, this was whistle that did shrieking.

Smithsonian Institution



Casey's whistle shown at Casey Jones Museum, Jackson, Tenn.

may adjoin a maze of busy tracks known as a yard; and if so, the lullaby of babies and the requiem of the dead blend with the cacophany of engine bells and whistles, the clanking of couplers, and the ceaseless rumble of rolling wheels

"To railfaring men and women, these sounds are as natural as the patter of spring rain. The folk who dwell on such a highway, or near it, or anywhere within earshot of the railroad, may feel a sudden shivery thrill, a wanderlust call, at hearing for a brief moment, especially in the evening, the mournful wail of a locomotive whistle. That nostalgic blast has caused many a fellow to leave a warm bed on a cold night, a meal uneaten, a plow standing in the furrow, a girl waiting at the church."

A chime whistle is one whose sounding box is split up by walls or "tongues," dividing the chamber longitudinally into several smaller boxes of varied depths. The result, when steam is passed through them, is a combination of pitches. The effect is harmonious if the depths of the various sub-chambers have been gaged properly. It may be cacophonous, not musical, if the gradations are wrong.

CASEY JONES devised a whistle for his Illinois Central Ten-wheeler that, according to Hubbard, "could scream like a banshee or say its prayers." The classic song says: "The switchmen knew by the engine's moans that the man at the throttle was Casey Jones." That same quill may be seen today in the Casey Jones Museum at Jackson, Tenn., a two-story, white, frame building that used to be his home.

Another sentimental hogger, D.B. Menefee of the Norfolk & Western, fatally injured in a train wreck long ago, loved his self-designed whistle so much that, at his request, it was installed on top of his tombstone in a rural graveyard near Limestone, Va. If it is still there today, it must be badly rusted. Some engineers, like C.E. ("Dutch") Eiford of the Cincinnati Southern, played popular ditties and hymns on their whistles while highballing along the iron trail, his favorite being "Oh, How I Love Jesus!"

Each throttle artist had an individual style of whistling, which he used as a sort of accoustical signature to inform the world, his wife, or his girl friend who and where he was. More than one young hogger imitated the whistle blasts of his rival to tell some sweet love-hungry chick to be ready to step out with him. It was not unusual for a home guard, coming home from a run tired and hungry, to wail his plight to the little woman in their trackside home. John Milner, an old Civil War veteran pulling freight on the Minneapolis & St. Louis, was one of them. Chugging into Albert Lea, Minn., from Des Moines, Iowa, he'd whistle a little tune which Mrs. Milner interpreted as "Hot coffee for John," and she never disappointed him. When he stepped across the door-sill she had Java waiting, piping hot, and a tasty meal as well.

"Like most engineers of long ago," recalled Joe A. Dennis, a Southern hogger who lived at Palmetto, Ga., "I whistled to let my wife know I was coming to town, and she would wave to me. Sometimes she'd bring me lunch to the engine, or I would go to the house to eat while waiting on a siding for other trains."

Many roads placed shields around their whistles to deflect the clouds of steam and at the same time throw their warning voice forward. Among such pikes was the Katy, which shrouded its whistles with shell-like steel.

One Sunday night the *Texas Special* was hightailing through Aubrey, Texas, when one of these whistles drowned out the voice of a minister preaching a sermon. After the high-stepper passed and the screaming whistle was silent, the parson chuckled: "I don't know how good a preacher I am, but I can't hold a candle to that engineer fellow in making a racket."

THE MATERIAL used for the quill was likely to be either brass or brass alloyed with nickel or iron. Whatever the substance, it had to be tempered to withstand temperatures running around 750 degrees Fahrenheit and steam pressures in the neighborhood of 275 pounds.

Chambers have between three and six divisions, giving multi-noted, harmonizing pitch. The Northern Pacific used three-note affairs of brass (always acceptable becaise of its resonant nature), measuring 6 inches in width by 30 inches in height. Used on all Class A-4 engines, they were mounted ahead of and to the left of the stack, sloping angularly inward at the top for easy clearance past roundhouse doors, through tunnels, and over bridges.

Hard-earned money was spent for special casts from which mellow- or keen-toned instruments were bored, and no kid was prouder of a new toy than certain hoggers were of their whistles.

Some gadgets were the tall bootleg type that gave forth a wailing sound. Others were stumpy, less than six inches tall and more than six in diameter, with tones resembling the human whistle. Then there were slender cylinders, not unlike a pipe organ's pipes, banded together in groups of four and six to form chime whistles.

Throughout the South, the most popular quills were the three-four- and five-cell chimes, bored from blocks 12 to 18 inches in length, which machinists were persuaded to tone to the notion of their own-

ers by blocking the cells to various depths.

SUCH A TYPE was used by "Dad" Emory, who wheeled freight over the Texas & Pacific between Fort Worth and Bonaham in the Lone Star State. This instrument adorned the 316, a Cook Ten-wheeler which Dad ran from 1912 to sometime in 1925. It was a four-cell chime, but instead of being round this one was made from two square blocks, the tallest being 18 inches and the other about 12 inches. They were 4 inches square and each block had two cells. Dad was famous for his *Listen to the Mocking Bird.* His notes were said to have been almost as perfect as a violin's.

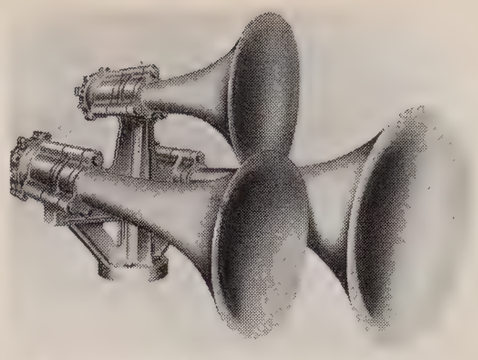
Another hogger, nicknamed "Whistlin' Bill," held to the theory that "whistlers are born, not made." Bill's real name was W.M. Fraker. He retired long ago after 52 years of engine service on the old Mobile & Ohio (now part of the Illinois Central Gulf). It was a common belief among superstitious people that Bill talked with the dead as his lonesome whistle echoed through the Alabama hills or swept across the Mississippi flatlands.

"Uncle Billy," as he was often called, lived at Tuscaloosa, Ala., but said he was born in 1870 near Dalton, "in the red hills of northern Georgia, where the moon shines the brightest, the mocking bird sings the sweetest, and the old hound dog howls with melody."

Fraker, who had often heard the black cotton pickers and sugarcane workers blow their quills, was fascinated by the quaint music and decided he would try whistling for them. After many hours of patient practice, he managed to imitate the tempo and mesmerizing notes of the canebrake quills. It wasn't long before he had the Aframericans shouting and jigging as he blasted tunes for them through Alabama and Mississippi.

"My whistle," he told "Herb" Monroe, a Southern Railway brakeman, "is made of brass, with the ring of a silver dollar and the sweetest tone you could hear this side of the Pearly Gates. It is a stumpy little fellow, three and a half inches high, five and three quarters in diameter. The valve opening is from one 64th to half an inch. I kept all lost motion in the levers and valve taken up, so that the slightest pull on the whistle cord would change the notes. You might call it a fiddling whistle—I could get most of the notes from it that you can with a violin."

TODAY there are no more Whistlin' Bills, Dad Emorys, D.B. Menefees, or Dutch Eifords. Taking the romance out of whistling meant standardizing the quills—they no longer have any individuality—and limiting the



Westinghouse and Leslie experimented with diesel air-horns.

boys to pulling the cord only when regulations required. It also meant cutting down on the duration of the blasts. No more playing sentimental tunes with the whistle cord or courting the woman you love from your engine cab. It meant, too, the eventual passing of the steam locomotive itself and the use of air-horns on diesels. Some air-horns are designed in such a way that their notes bear some resemblance to the whistling hoggers of yesteryear. The resemblance, however, is very slight. Except for the excessive blowing of steam whistles on present-day tourist lines, the glory of chime quills is gone.

But occasionally, like a wraith from the past, you can hear, with imagination, the soft plaintive tones of an old-time quill scaling notes that call to mind the almost legendary Casey Jones blasting his way over crossings as he wheeled *The Cannonball* through a rainy Mississippi night. ●

NIGHT RUN

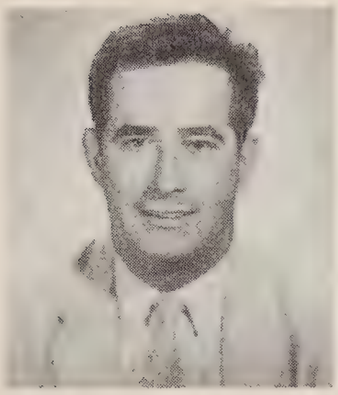
by Ward W. Adair

The red glare of an open firebox
Against a dead black sky;
The starry wonder of God's universe,
As the stilly miles slip by.

The long, lonely shrill of the whistle,
The hiss of escaping steam;
The endless cadence of wheels on rails,
And creak of a straining beam.

The drowsy songs the night folk sing
Along the shadowy right-of-way,
The tender warmth of the 'wakening sun
Caressing a new-born day.

These are the night run's lures,
These are the graveyarders' pay;
So give me a call for midnight,
For dreamers can't work by day.



Interesting Railfan No. 187

B. THOMAS WALSH

by Freeman Hubbard

Four Railroad Photographs by Tom Walsh

HIS TIMELY ARTICLE on Mexico as North America's last great stronghold of steam power, illustrated with his own photographs, appeared in the June 1961 issue of *Railroad Magazine* and was featured on our front cover. That's how B. Thomas Walsh created railfan history. His article launched a veritable migration of shutterbugs to Mexico, which pleased the National Railways of Mexico so much that it gave your editor and his wife, Naomi, a free pass on any and all of its passenger trains.

Just before Tom headed south of the border on a five weeks tour to gather information and shoot pictures for the article, he told us:

"I aim to track down every last steam engine in Mexico, industrial or common carrier. First I will go directly to headquarters for the ultimate and complete roster data on what's left and precisely where the locomotives are assigned.

"Then I will visit all of the Central American lines and get the latest data there also. Costa Rica has a wild, little, common-carrier mule-train which is due to be replaced soon by a highway, and I'd like to cover even that contraption once more.

"While in Mexico, I will, of course, ride the last remaining 4-4-0 passenger service in North America, from Merida to Progresso, Yucatan. When I was there last year, the United Railways of Yucatan had been absorbed by N de M and all its engines renumbered. For example, No. 7 (Baldwin, 1887) is now No. 350. They're willing to trade her for a 500-hp GE diesel—which might be a good deal for somebody in the States."

Bolivian Railways 1906 Alco Consolidation (operated by the Antofagasta & Bolivia) thundering up grade around a horseshoe bend near La Paz.

BESIDES being a railroad author and photographer, with heavy accent on steam, Thomas Walsh is a globe-trotter who enjoyed ten years overseas in the United States foreign aid program. In February, 1976, we published his most recent railroad article, entitled "Last All-Steam Road in U.S."—the last, that is, except for tourist lines. The road is the Edgemoor & Manetta, 20 miles south of Rock Hall, S.C., a 2.3-mile shortline running to Lando to serve Manetta Mills, its owner and only shipper. In those days it had a steam locomotive, a Porter 0-4-0T built in 1918. When this antique goat failed her ICC inspection on July 9, 1975, the

Edgemoor & Manetta No. 5 splits off from Seaboard in 1975 and passes Edgemoor, S.C., depot.

cost and difficulty of repairing her were not economically justifiable, so the E&M suddenly ceased to be a steam road.

By a rare streak of good luck and without having been aware of the situation, Tom had happened to photograph her the day before—on what proved to be her last regular trip! Such breaks come, as a rule, but once in a lifetime.

Tom was born in New York City on September 11, 1927. His father, with a name the same as his own, worked 40 years for Gibbs & Hill, consulting engineers, whose railroad projects included the electrification of the Pennsylvania mainline all the way from New York City to Washington and Harrisburg and the development of the famous GG-1 electric locomotive.

The father's early experiences included a stint as paymaster of the New York Connecting Railroad (New Haven) while the Hell's Gate Bridge was being built over the East River. (Incidentally, this bridge is plainly visible on a sunny day from *Railroad Magazine's* new 36th-floor office in midtown Manhattan.) The senior Walsh also spent a year as paymaster in Mullens, W. Va., during the Elkhorn electrification of the Norfolk & Western.

Gibbs & Hill was the only firm, other than the Pennsylvania Railroad, to occupy office space in New York's old Penn Station. Its close connection with railroading was evidence by the railroad passes given to all employes except during an economy move in the depression of the 1930s.

In the great cavern that used to be Penn Station—which, according to Mark Twain, you needed an Alpine guide to explore—Tom's most vivid boyhood recollections are of the dozen or so views of the "Standard Railroad of the World" displayed at the top of the main staircase leading to the waiting-rooms. These views of great trains hurtling through the starlit night or crossing spectacular scenery were meticulously crafted on illuminated stained glass.

WHEN TOM was a small boy, his family moved out to Massapequa on Long Island, 30 miles from Manhattan. A town of about 1,200 population prior to 1940, but much larger today, it is located on the third-rail electrified Montauk Division of the Long Island Rail Road. Most

through steam trains in the island's eastern area were routed via the Jamaica-to-Babylon mainline to avoid the heavily trafficked electrified portion.

Some exceptions were made, however, including the *Cannonball Express* to Montauk Point which roared through town a mile a minute shortly after sunrise. Tom remembers, too, the sudden shock to passengers sitting by open windows of the electric commuter coaches when an occasional steam express would roar by and almost literally blow the people out of their seats.

After graduating from high school, he put in a year at Cornell University in Ithaca, N.Y. For a week in the severe 1944 winter, Lehigh Valley trains were snowbound. Coal stocks ran low, but with the reopening of the line by a yellow rotary plow borrowed from the LIRR supplies began arriving again at the main power plant in East Ithaca. At Yuletide, the LV ran most of its passenger trains, including its crack *Black Diamond,* in two or three sections. The company was so short of equipment that Tom's trip to New York on Christmas Eve that year was via a converted boxcar with slat seats and porthole windows.

He spent part of the next two years in the Army, mostly in and around Fort Dix, N.J. Although not involved in railroading, the building he worked in was alongside the embarkation and termination point for troop trains. Nearly all of those extras were doubleheaded. Considerable Jersey Central and Reading motive power also rode over Pennsy trackage. An odd sight most mornings in those days was a little 0-4-0 of the Union Transportation Company (then known as the Pennsylvania & Atlantic) trundling her way out of the Fort Dix yards to Hightstown, N.J.

RETURNING TO SCHOOL, Tom graduated from Syracuse University as the 1940s drew to a close. Unfortunately, he didn't own a camera then, so he saw but did not record a lot of unusual power such as Lehigh Valley Camelbacks. Although most of us thought steam would still be around a long time, Tom got an inkling of the future on his first photo-taking excursion. Using a camera borrowed from a schoolmate one fine spring day in 1948, he discovered that the Shay used by the nearby Marvellus & Otisco Lake (one of the two Shays formerly operated by the New York Central) had been scrapped in favor of a used Army Vulcan. For him, however, the day was redeemed by his shooting the beautifully maintained Mogul of the Skaneateles Railroad, then very much in operation.

After a year of graduate study, our *Interesting Railfan* worked as a civil service examiner for New York State at Albany. Finding a co-worker with similar interests, he joined the Capital District Railroad Club and rode on the fan-

Ferrocarril & Muelle de Eten 4-4-0 No. 8 (built in 1910) hauls ancient coaches in Peru in 1965.

trips it sponsored on the Fonda, Johnstown & Gloversville and the Rutland.

Steam time was running out as the decade of the fifties began, but Tom covered New England and eastern Canada pretty thoroughly before dieselization was completed. One of his favorite lines was the Central Vermont especially in the bright winter snow; and the sight of a newly shopped Rutland switcher with silvered wheels at Bellows Falls, Vt., seemed to belie the impending bankruptcy of that railroad.

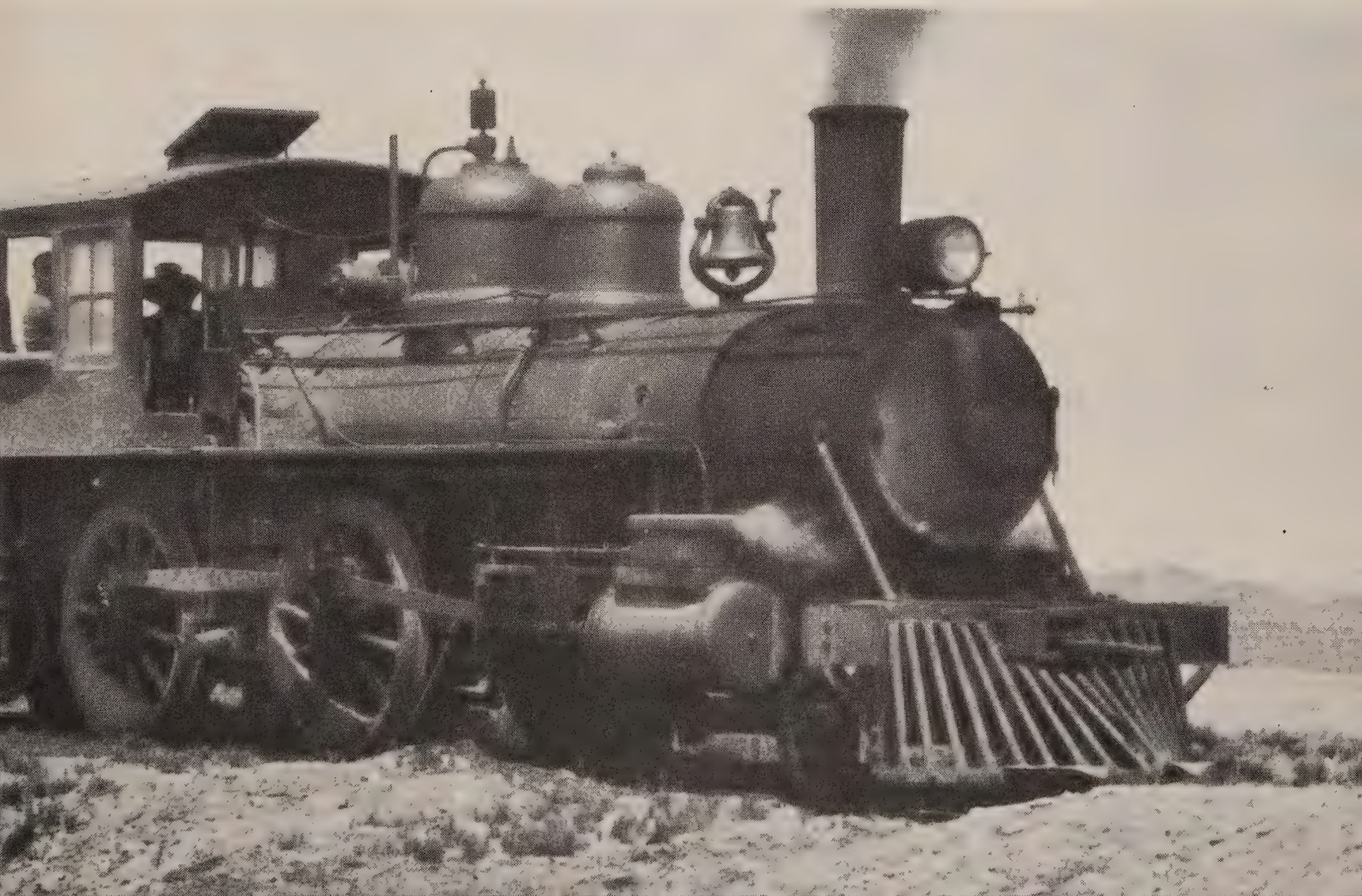
BY THE TIME Tom Walsh went to work for the City of Philadelphia in mid-1952, dieselization was even further advanced. He had to travel greater distances to find steam. Two years later, a long vacation trip to the West Coast enabled him to see the twilight of steam in mid-America. Highlights on that tour included a massive Mallet on the Northern Pacific being assisted by three diesels and a trip to yesteryear on the Southern Pacific narrow-gage Keeler branch. Tom also visited Cuba briefly.

In 1956, he received and accepted an offer from the International Cooperation Administration (later known as the Agency for International Development) to work in the Philippines. With 36 railroads and over 200 steam locomotives, these islands turned out to be a railfan's paradise. Nearly all the engines were American-built, including more than a dozen Shays, two Mallets, and even a Heisler. Tom liked especially the Insular Lumber Company on the island of Negros, which often ran logging trains over mountains 5,000 feet high, with doubleheaded Shays in front and at the rear.

Vacations also permitted our author-photographer to visit railroads elsewhere in Asia, such as Japan, Taiwan, Hong Kong, British North Borneo, Singapore, Malaysia, Thailand, Cambodia, and Viet Nam. At the end of 1958 he was able to ride behind steam in Australia, New Zealand, and the Fiji Islands. A month of home leave was spent on what turned out to an almost annual visit to Mexico.

In 1960, Tom drove through Central America, covering not only Mexico, but Guatemala, El Salvador, Honduras, Nicaragua, and Costa Rica. This was still during the time when the Pan American highway was largely unpaved and he had to ship his automobile by flatcar in Mexico to the Guatemala border.

THE FOLLOWING YEAR he was assigned to Bolivia for a three-year stint. Tom, who is also an avid bridge player, became a regular partner of the manager of the Antofagasta & Bolivia Railroad and, as such, was able to obtain the use of a *resevado.* (private car) for many trips around Bolivia. Dieselization has since made much impact on that com-



Huge smoke screen overhangs doubleheading Mikes on 2½-foot-gage and 4,865-mile General Roca Railway, formerly Patagonian National, in Peru.

pany, but while Tom was there Bolivia was virtually 100 percent steam.

Nearly all trackage on the *altiplano* is over 13,000 feet. This rarified air cuts sharply into the efficiency of all diesel and gasoline motive power. But steam is super-efficient there because of the lower boiling point at high altitudes. New steam locomotives from Hitachi were delivered to Bolivia as late as 1960. However, the parts problems for most of the steam engines since has brought about a major conversion to diesel.

Tom was glad to ride in cabs of the famed Beyer-Garretts, which were still being operated on the Cochabamba-Oruro branch in Bolivia. Other memorable rides of his include the 0-12-0 steam rack engines on the Arica line in northern Chile. Also, Tom managed to cover railroads in Ecuador, Peru, Chile, Argentina, Paraguay, and Brazil. Among his favorites, the *Ferrocarril & Melle de Eten* in northern Peru boasted four Baldwin-built American Standards, three of which dated back to 1871 and 1872. One engine was built in 1910. Eight others all date were veterans of the early 1870s. Alas! This railroad is now defunct, but a few engines of similar vintage still operate on the nearby FC Pimental at Chicalayo.

In 1964 and 1965, Tom Walsh was assigned to posts in the Dominican Republic and Panama. This opened up for him the Caribbean area, with its sugar lines on such islands as Puerto Rico, St. Kitts, Antigua, Guadeloupe, Martinique, Barbados, and Trinidad. During this time he also explored railroads in Guyana, Surinam, Venezuela, Columbia, British Honduras, Haiti, and Jamaica. What a long and impressive list!

While at the two last-named posts, Tom, who served principally as a public administration advisor, was assigned also to a second function as a "population officer." This is a reflection of the United States Government's concern about the impact of "population explosion" on social and economic development. As a result of this experience, he decided to seek training in demography and economics and spent three years getting his Ph.D, later becoming an associate professor at the Graduate School of Public Health in the University of Pittsburgh.

This career only slightly dampened his wanderlust but is keeping him too busy to add to his contributions to our magazine. Tom is not bad-looking. A six-footer with brown hair and hazel eyes, he weighs about 195 pounds. He manages now and then to find consultations opportunities available in such widely diversified places as Jamaica, India, and Europe. Africa, too, is on his list.

At a conference in Munich some years ago he ran across an attractive German blonde. Like himself, she is an economist who is also interested in railroads. This being a rather rare combination, both continue to be very good friends and occasionally take rail trips together. We wish he had sent us a picture of her. ●

PHOTOGRAPHS OF THE MONTH

Photograph by James P. Gallagher

The Maryland & Pennsylvania at one time had two turntables—one at each end of its terminals, Baltimore, Md., and York, Pa. Anyone know if they are still there? Lester L. McCoy, a car inspector at York, explains how power runs table. Baltimore at one time had an "armstrong" type.

Meet the Roundhouse Cat. His Name Is Boots.

Employed by the Southern Pacific's Locomotive Running Maintenance Plant in Los Angeles, Boots shows up every morning at 6:30 at the foreman's office in the Taylor Yard plant. Although he never works, except to catch rats, the rails, such as machinist Howard E. Warner in cab, pay food bills.

From Southern Pacific Bulletin

IN SEARCH OF STEAM

With Mike Eagleson

NOT FOR YEARS had ex-Nickel Plate steam power been in the news; but if all goes well, Berkshire No. 765 may loom large in our thoughts as No. 759 did nearly a decade ago. Fort Wayne Railroad Historical Society (P.O. Box 9082, Fort Wayne, Ind. 46809) is busy preparing its big 2-8-4 for a hydrostatic boiler test. All 275 boiler tubes have been rolled in both her smokebox and firebox, and valves and washout plugs seated for the test.

A wooden shelter was built over the locomotive for work in cold weather. Still to come are the turning of the driver crankpins, assembly of the second air pump, completion of superheater repair, and the replacement of some lubrication lines. Cars are still needed, but it looks like the society will pull this one off. Keep me posted, fellows, on any break-in runs and especially the first fantrip.

LONG ISLAND RAIL ROAD 4-6-0 No. 35, class G-5, now leased to the Black River & Western in New Jersey, recently had her tender trucked out of the park where she has been on display for years. Additional work is needed, including removal of the locomotive from the park. To reduce the engine weight for the maximum permitted in highway axle loading, the old Ten-wheeler will be stripped of many more parts. She appears in excellent condition, I'm looking forward eagerly to her arrival at Ringos and into the capable hands of the BR&W shop forces.

ARCADE & ATTICA's ex-Escanaba & Lake Superior 4-6-0 No. 14 has had her driver tires replaced with a set off an Amtrak GG-1 electric loco. The same tires that used to roll daily at high speeds between New York and Washington will be running leisurely at 15 mph on the A&A, reports Paul S. Hallet, the road's superintendent, 278 Main St., Arcade, N.Y. 14009.

DESPITE last winter's bad weather, the job of restoring ex-Pere Marquette No. 1225 was kept up at East Lansing, Mich., by the Michigan State University Railroad Club. This 2-8-4 was considered as a backup engine for the *Chessie Steam Special*, now powered by ex-Reading 4-8-4 No. 2101, owned by Ross E. Rowland, Jr.

Also under advisement and inspection were the Chesapeake & Ohio 4-8-4 No. 611 (actually No. 614) and the streamlined 4-6-4 No. 490. Both locomotives are on display at the B&O/C&O Transportation Museum in Baltimore. The *Chessie Steam Special* will run until this October all through the system. For the latest schedule, contact *Chessie Steam Special*, Department CJ, Chessie System, 2 N. Charles St., Baltimore, Md. 212001 (301) 237-3737.

ANSWERING A QUERY: Dick Jensen owns ex-Hampton & Branchville 4-6-0 No. 32 (alias York Southern No. 1) and is keeping her stored in a Chicago yard. A pair of ex-Illinois Central 22,000-gallon tenders are on the same property. Nearby, Dick's ex-Grand Trunk Western 4-6-2 No. 5629 of fantrip fame is rusting in retirement. Elsewhere in the Windy City, ex-CB&Q 2-8-2 No. 4963 lingers, awaiting preservations. This news comes from Bill Farr, 18 W. 144th Street, Riverdale, Ill. 60627. We purposely are not printing the exact location of these steamers, to shield them from vandalism.

WAYNE R. GARDNER, R. 1315, N. Washington Ave., Scranton, Pa. 18509, asks how to get a steam tourist road started from Scranton to Stroudsburg, Pa. The scenic line runs uphill through the Roaring River

UP 8444 backs into Laramie, Wyo., depot to couple onto Rocky Mt. NRHS club's train Oct. 1, 1977.

Thomas P. Cheesborough, P.O. Box 324, Coconut Grove, Fla. 33133

Gorge. Eastbound trains storm through Nay Aug tunnel, past some of the finest scenery in the Pocono Mountains resort area. I remember several High Iron Company fantrips over those tracks, each being spectacular.

EX-MAGMA ARIZONA 2-6-0 No. 6 is now on display at McCormick Railroad Park in Scottsdale, Arizona. The Scottsdale Railroad & Mechanical Society bought this Mogul for $7,500 and paid $10,900 for the move from her former home in Superior.

ELGIN JOLIET & EASTERN 2-8-2 No. 765 at Gateway Park in Gary, Ind., was recently overhauled for continued display. I recall this engine on the DM&IR property in Proctor, Minn., in 1961. The following year, the 1929 Baldwin product was given to Gary.

THE CEDAR GROVE, Brookside & Northern is a spin-off steam operator from the Whitewater Valley Railroad at Brookville, Indiana. The new road owns ex-Louisiana & Arkansas 4-6-0 No. 509 and is busy repairing her for future use in tourist service, reports George R. Carlisle, Jr., 2018 Fletcher, No. 8, Urbana, Ill. 61801.

IN ILLINOIS, the Monticello & Sangamon Valley hopes to put its ex-Republic Steel 0-6-0 No. 191 back in service after a few years idle. I saw this engine being worked on during a steam search of the midwest in 1975. She is a large and capable-looking switcher. I wish the M&SV good luck in returning her to operation.

THE PENNSYLVANIA State Lumber Museum at Galeton, Pa., near the New York State border, has a small Shay on display but not operable. The museum is searching for an operable or restorable 0-4-0 or 0-6-0 for use on a small line around its property.

Steam Items Available

SIX DRAMATIC RAILROAD PAINTINGS by John Wenrich, 19x24″, printed on good 165-lb. paper in 150-line screen, may be had from Reed-Grove Ltd., Box 3859, Rochester, N.Y. 14610, for $10 each or any four for $35.

The late John Wenrich was a noted American illustrator and water colorist as well as a dedicated railfan. Not all of his six great watercolor reproductions are the traditional ¾ wedge view, but are rather spectacular cross-lighting approaches with unusual angles and spirited vision. Four of them show his beloved Pennsy in the steam days. These prints are top quality, detailed, and highly imaginative and creative, with appeal for either a railfan eye or a discriminating art collector.

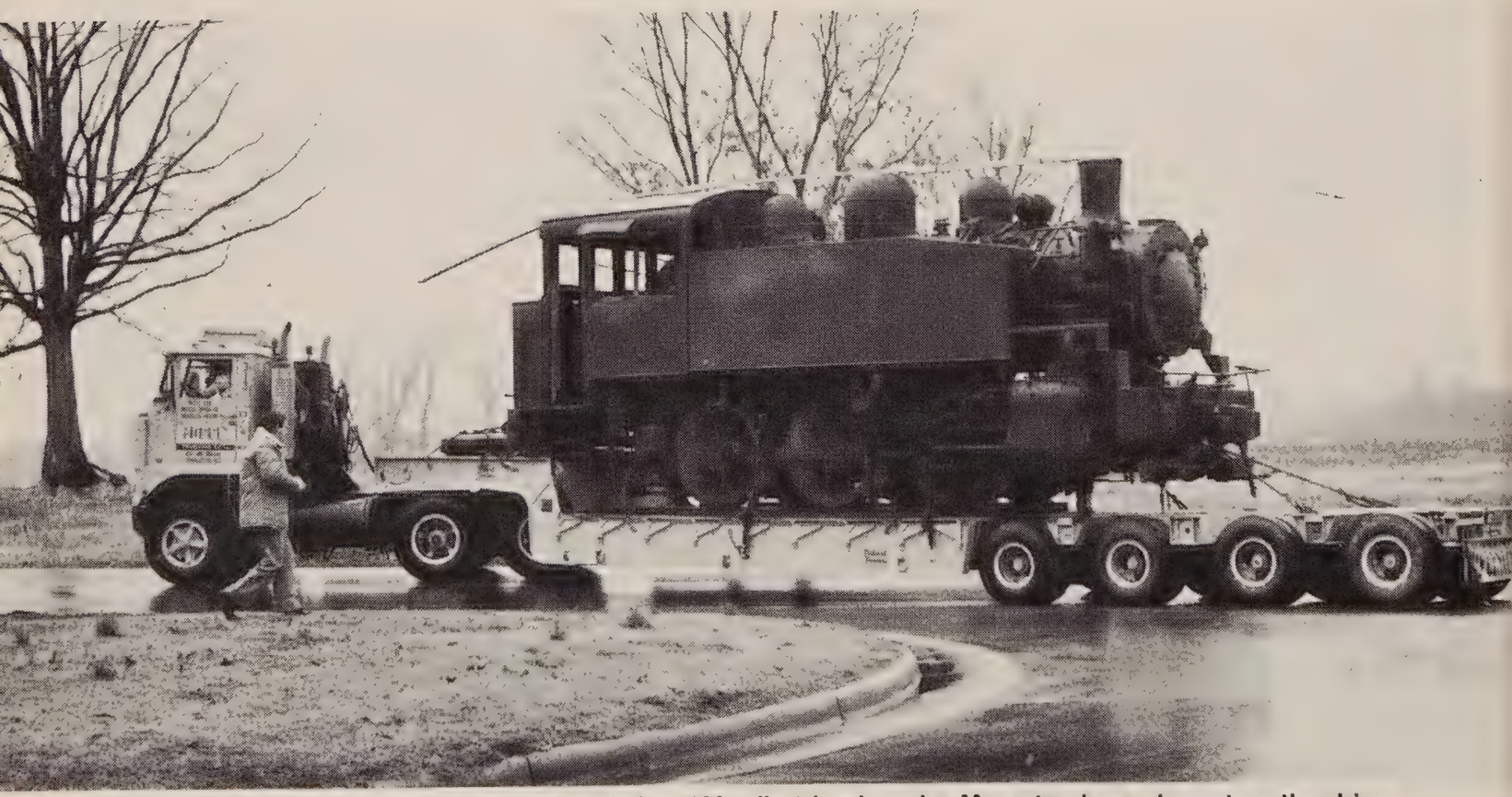
A SHORT HAUL TO THE BAY, by James N.J. Henwood, 50 pages, 5½x8½″, soft covers, dozens of photos, maps, timetables, rosters, Stephen Green Press, $2.95. (Also available from Railroad Magazine Book Service.)

The full story of Rhode Island's beloved 8½-mile Narragansett Pier Railroad. Of special interest to readers of this column is the thorough research and coverage of its steam roster and motive prower annecdotes from old railroaders. A neat and thorough presentation of a scenic little short line.

THE YOUNG RAILROADERS BOOK OF STEAM, by Patrick Dorin, 32-pages, 7x10″, soft cover, 57 photos, Superior Publishing, $2.95. (Available from Railroad Magazine Book Service.)

Despite the misleading juvenile title, this book has a distinctively adult appeal. It is a high-quality album of dozens of the best steam locomotives ever built in the various wheel arrangements. Captions are weak, but the photo reproduction is excellent and the price is right. Sure, intelligent kids will like it, but so should you also.

CONTINUE sending steam news to Mike Eagleson, 37 Edgemere Avenue, Mt. Arlington, N.J. 07856. ●



The 50-ton steam locomotive ends her 123-mile trip aboard a Moss truck as she enters the drive leading to the Spencer Shops State Historical Site deeded to North Carolina by Southern Railways.

Art Gentile, P.O. Box 2138, Charlotte, N.C. 28233

TRACKSIDE in the DIESEL AGE

With
Jim Edmonston

Christmas card scene: Conrail passenger train in snow at South Amboy, N.J.
Pen sketch by Don Wallworth, 112 Elmwood Ave., Ho-Ho-Kus, N.J. 07423

BEFORE the coal strike ended, some of the larger industries were looking frantically for ways to insure adequate power. One solution was to lease diesel locomotives from railroads for use as stationary generators. Ford Motor Co. did that. Its plants in Lorain, Ohio, and Knoxville, Tenn., reportedly had locomotives on their property for this purpose, while the Knoxville Glass Plant had a Canadian National wide-nose unit.

While visiting the Conrail engine terminal at Sharonville, Ohio, on March 5th I was surprised to find Santa Fe U-33C No. 8522 idling on the turntable fan. Presumably she had been leased to Ford Motor. I thought she would go to a Ford plant at either Sharonville or Fairfax, but she left the next day northbound as the fourth unit on a Conrail freight. Was she turned down by Ford while enroute to Lorain, maybe because the strike seemed to be ending—or what?

Sharonville was fairly busy, even with little or no coal moving. Interesting units I saw included Precision National GP-7 No. 1506, ex-Florida East Coast, still in her FEC blue and yellow but lettered for its new owner. PNC 1701, an ex-C&O GP-9, and Bangor & Aroostook GP-38 No. 87 in the red and gray scheme. Conrail power consisted of SD-40-2, U-23B, U-25B, GP-40, and the usual assortment of local GP-9's, SD-9's, and GP-20's. There was also one C-630 whose number I didn't catch, as she backed down into the yards for a train. I found the road power 50-50 blue and black.

Baltimore & Ohio units are strangers in Sharon Yards, as the Chessie and Conrail roads effect interchange quite a bit south at the big Ivorydale Yards. However, B&O has leased some GP-30's to the Louisville & Nashville. One B&O unit was in Sharon in company with two L&N U-25C's, after bringing a transfer cut over from DeCoursey, Ky. Two more new boxcars had just been added: Middletown & New Jersey in blue and North Lousiana & Gulf in red.

DANIEL J. BUICK, 10336 Avenue O, Chicago, Ill. 60617, sent in three interesting photos. One shows a very rare 45-ton Davenport, No. 2 of Illinois Slag & Ballast Co. of Chicago. She was built in March, 1942, for the Army as USA 7221, builder's number 2375. Dan says she is out of servive now. Illinois Slag also has a GE 45-tonner (numbered both 1 and 5) and GE 35-tonner 4.

Another of Dan's photos shows Grand Trunk Western Alco S-4 (No. 8203 sitting disconsolately amid the junk in the Hyman-Michaels scrap yard in Chicago, ready for the torch. The third shot is of Commonwealth Edison's (of Indiana) SW-1 No. 3, which works the Whiting, Ind., power plant. She is busy every day and looks too small for the huge bathtub gons that CWE now uses in unit service. However, she has no trouble with them.

SHARP-EYED Bill J. Foote, 40456 Grimmer Blvd. 1, Fremont, Calif., 94538, spotted two of the four rebuilt Morrison-Knudsen U-25B's on the Southern Pacific. These units (7030-7033), are equipped with Sulzer power plants featuring new red/orange/white SP color scheme. Bill caught just a glimpse and didn't get the unit numbers, but he recognized the U-25B model quickly enough. He spotted the units in Fremont in mid-March.

TWO 45-TON industrial diesels, presumably GE's, went from Chrome Crankshaft at City of Industry, Calif., to Duffy & Son at Columbus, Ohio in March. These were to be loaded on flatcars and the routing was via SP-Cotton Belt to East St Louis, then via Alton & Southern to Conrail to destination. Anybody get photos?

BRAZIL is saving one Alco PA-2, builder's number 80441, built in August, 1953, for Companhia Paulista de Estrade de Ferro. The Brazilian Railroad Preservation Association (ABPF) of Sao Paulo, Brazil, is working with FEPASA for the preservation. She is one of three units (BN's 80440-80442) delivered for and used on the northwest passenger runs through Panorama City, a 1.60-meter-gage line. All units have been retired since 1976. For this info. we thank Weber Monteiro Accioli, V-P, ABPF, Rua Mathias Cardoso, 791 Sao Paulo, Brazil 04581, South America.

RECENTLY, Gordon Brandvold, 115 18th St., Devils Lake, N.D. 58301, was visiting Burlington Northern's Gavin Yard at Minot, N.D., when No. 80 came in with SD40-2 No. 6808 and F-45 No. 6627. He was lucky enough to get a cab ride to the east end of the yard and then back to the servicing area. The engine terminal held one GP-40, five SD-45's, U-33C No. 5764 (ex-SJ Groves 507), and the usual EMD yard goats.

At Minot last March, SP SD-45-T2 No. 9242 was running between two SD-45's on a BN westbound. West of town, on the grade approaching Gasmann Coulee bridge, Gordon got five eastbounds and one westbound train in two hours. Bicentennial SD40-2 No. 1876 is still in patriotic colors. Except for a lone GP-38, all power reported by Gordon was six-axle (U-25C, U-33C, SD-45, SD-40, SDP-45, and F-45).

Soo Line has still got F-7's; an eastbound train through Minot on 3/23 had an F-7 A&B combination for power. They are getting scarce!

ACCORDING to Dr. Hargis Westerfield, Box 181, Kearney State College,

Kearney, Neb. 68847, a local grain elevator, the Peavey Grain Co., operates two locomotives. One is 1281, an ex-C&NW EMD SW-600. This is a rare bird; only 15 of its model were built. The other unit our correspondent saw is Alco 1000-hp RS-1 No. 352, built for the Soo Line, She came to Peavey from International Multifoods of Berea, N.D. The EMD is blue with yellow running board and handrails. The Alco is red and yellow. Photos of both are high on the want list.

Two of the new GE switchers were caught enroute to delivery. These are the new center-cabs which are aimed at industrial buyers but were also tested in yard service in the Chicago area. Allegheny Ludlum Steel of Brackenridge, Pa., received its No. 23, an 85-tonner, via Conrail in late March. She's in bright yellow.

Also in lemon color is the big unit we've been mentioning for Allegheny Power's Pleasant power station near Parkersburg, W. Va. She's a big 144-tonner.

Robert Kyle, 504 Pike St., St. Marys, W. Va 26170, reports that the plant still has a GE 80-tonner, and Western Maryland Alco S-6 No. 151, which I had erroneously reported as being scrapped. B&O Alco S-4 No. 9098 has been sold. Bob lives on the B&O's Wheeling-Parkersburg line and sees some unusual units on this rather lightly-used route. Western Maryland F-7's and GP-9's have been running with the B&O's units. Bob saw one of the Western Maryland's "Hagerstown noses" (home-made chop nose) on a GP-9. He was fined $20 by one of West Virginia's finest for racing to get a photo of B&O GP-40-2 No. 4200 and a WM "circus" F-7A. That was WM's red/white/black paint scheme.

E.H. STEFFY, 2023 Yale Ave., Camp Hill, Pa. 17011, who retired in 1976 after 34 years on Pennsy and PC, checked over old records of the time when he was on the passenger fireman's extra board out of Harrisburg, Pa. In our sketch of the Pennsy P54 electrics in December Railroad we mentioned that they were slowly pushed out of the passenger picture and their boilers removed.

These dates will help set the time of boiler removals on a few of them: 12/29/1944—4775 on Third No. 18, Harrisburg to Sunnyside, 2/20/45—No. 4745 on a New York main Harrisburg to Sunnyside, 4/4/45—No. 4781 on Second 75, Sunnyside to Harrisburg, and on 4/14/45—No. 4784 on Advance 54 Harrisburg to Sunnyside. Mr. Steffy notes that the lower water alarm was not too reliable on the modifiefd P-5A's. A close watch had to be kept on the boilder water.

SANTA FE SD-45 No. 5704 is still in Bicentennial scheme as of 2/11/78, as E. Willard Tompkins of 70 Hampton Way East, Fresno, Calif., 93704, spotted her in Hanford, Calif., on that date. Also, Edgewater, N.J., is really about 13 miles from Jersey City, not part of it.

NORMAN PERRIN of Baltimore, Md., is knowledgeable on history of his area roads. He reminds me that the Northern Central was a "Railway," not "Railroad," and that the road mentioned as the ancestor of the Octoraro was the Philadelphia, Wilmington & Baltimore (PW&B) and not the Philadelphia, Baltimore & Washington (PB&W). The latter road was a product of a 1902 merger of the former and the Baltimore & Potomac.

DENNIS FALTER, 5 Emerson Ave., Ferndale, Md. 21061, isn't happy about the "rebuilding" of the Amtrak SDP-40E's at the taxpayers' expense. The job costs $390,000 per loco, and Dennis wants an explanation. This column isn't a political sounding board, but the "SDP-40F controversy" certainly does stink.

Personally, I think the whole thing was forced on a fledgling Amtrak, which desperately needed locomotives of any kind and knew nothing about them. EMD built the locos large enough to handle freight in case Amtrak wasn't around to pay for them, a hedge which backfired. Will there be an investigation? Check with your Congressman. The Government lost two anti-trust suits against EMD in recent years. I'm sure it has a healthy respect for EMD.

I REFERRED to SP Trainmasters being made into slugs, which is not correct; they (3028, 3027, 3033, 3034, and 3025) are operating at the West Colton gravity (not hump) yard as "brake sleds." They have no power, just weight, and are used simply to increase the braking ability of a loco pushing a heavy cut of cars into the bowl of the yard. Since it was found that single units could not overcome the drag of cars, they were pulled down into the yard. No. 3028 was used intact, but dead, as the first brake sled.

The other four are cut to within 3 feet above the frame and the resulting "gondola" ballasted to about 368,000 pounds. SP's true slugs, or units with traction motors and weight only, are 1000-1002 and were built by Railway Supply Co. of Montgomery, Ala., from C-628's Nos. 7121 and 7115 and C-630 7811.

Also on SP; that new orange and red scheme mentioned earlier is not to be construed as planned new SP scheme. It's only on the M-K rebuilds and likely to stay that way.

SPEAKING of Morrison-Knudsen, an interesting article appeared in the April 10th issue of Business Week. Is M-K going to be the third U.S. loco builder trying to muscle in on the market? Presently, EMD has 75 percent and GE 25 percent of the domestic rail market, excluding industrial locos. The *Business Week* article offered some things we suspected but weren't sure of, mainly the reasons why EMD is the boss and why some roads will order a few GE units and scads of GP-40's.

Also included is a side look at the new GP-40X and the new EMD truck which hopefully will cure derailment problems. Did you know Clinchfield tested a GP-40X for the last 14 months in almost complete secrecy? It's all in save that article.

Southern Short Lines

MARK SUBLETTE, P.O. Box 3215, University Station, Clemson, S.C. 29632, has some info. on two southern short lines. Pickens Railroad, which operates between Pickens and Easley, S.C., has acquired another Baldwin. She is No. 701 of Youngstown Sheet & Tube, a DS-4-4-7.5 (750 hp). Only 53 units of this model were built. YST's bright orange paint scheme succumbed to Pickens blue and white, and 701's new number is 5. Southern delivered the unit in Easley last November.

Pickens also operates Baldwin VO-660 No. 2, a 1945-vintage machine, the line's workhorse. The same road owns yet another museum piece; one of the very few locomotives left with Winton prime movers. She is No. 3, a 1937 EMC Model SC, which started life on the Missouri Pacific in July, 1937. Mark says she is being rebuilt at Cornelia, Ga. Tom Lawson of Birmingham Rail says she has been cut down into a "bug slug."

The GE 44-tonner No. 1955, of Ware Shoals Railroad, which was painted in fading Southern green and gold, is now royal blue and white. She was originally Chattanooga Traction No. 3 in 1943, then Southern 1955, and came to Ware Shoals in 1948/49, retaining paint and number. WS is a 5-mile road connecting the town of Ware Shoals with Shoals Junction, S.C.

The B&O, besides having the units leased to L&N as mentioned above, has at least 40 more units out on the Milwaukee Road, mostly GP-35's. A recent report had Southern Pacific also leasing B&O power. The coal strike made these units temporarily

surplus on B&O. The Chicago & North Western, however, which has leased out some of its power to both Conrail and SF, is power-short and began leasing units from other roads. Twenty Baltimore & Ohio GP-35's were leased and returned. Last February 18 Bessember & Lake Erie SD-9's and 23 Canadian National GP-40's and SD-40's were working on C&NW.

Remember those Union Pacific GP-9B's that were reported headed for the Illinois Central Gulf shops at Paducah, Ky.? The ICG has been rebuilding them with fabricated cabs, resulting in a GP-9u (upgraded) that can't be told from other Paducah GP-9u's. Some numbers to look for are 8091, 8156, 8174, 8214, 8240, 8462, 8302, and 8304.

Bits of Conrail News

LET'S TAKE the Conrail news by area this month. Our reports cover doing in March, when the coal strike was in full swing, so activity was somewhat lessened. Today, after the strike, Conrail is swamped.

First, Jerry Rosenfeld saw 5679, an ex-Jersey Central GP-7 (1532), which Jerry says is the only CR loco to wear the CNJ olive green with yellow stripes these days.

Conrail GP-30 No. 2177 (ex-RDG 4409/3609, one of the first GP-30's built) was derailed while switching an industrial spur in Englewood, N.J., on 3/14. A "portable hook" (highway crane) rerailed her. The big loco spread the rails on the old spur.

CORRECTION to the report on ex-RDG FP-7's in the Allentown, Pa., area: ex-Reading FP-7 No. 903 was painted in SEPTA colors and renumbered 4373. Colors are orange, white, and blue—not red/white/blue. Nos. 4371 and 4372 are still in Reading paint but have SEPTA on cab.

Conrail in the Cleveland area suffered a derailment at Berea tower as CB-6 was crossing from the old Big Four line to the NYC lakefront line. The lead tri-level auto rack split the crossover and spilled over across the Toledo Division, destroying the new Plymouths and Dodges it was carrying. Two following tri-levels were involved. Their autos also were a mess. Bulldozers shoved the offending tangled steel off the tracks and into a ditch. The trailing unit, next to the rack that jumped, was an ex-Lehigh Valley U-23B which suffered damage to her nose. Nobody was hurt, luckily. The lead unit was 3284, a green GP-40 off the Jersey Central.

Joe Jack of Conway Yard reported a big movement of GP-7's and GP-9's from all over, deadheaded through. Numbers he gave were old PRR, NYC, and El locos. These are headed for rebuilding at Paducah, Ky. Conrail has also contracted with Rock Island's Silvis Shops for rebuilding switchers.

Joe Schreder, 4009 River Rd., Perry, Ohio 44081, sees Conrail and Norfolk & Western action in his town, which is in on the shore of Lake Erie. Both roads really move through Perry, and every now and then "races" develop. One such occurred between two Conrail SD-45's and an SD-40 and four N&W SD-40-2's with a pggy back train. This is the same mainline that saw "races" between New York Central Hudsons and Mohawks and Nickel Plate Berkshires. Times change, but some things stay the same.

Joe saw an old Frisco U-25B, No. 802, with high nose, sporting a GE herald and operating with Conrail U-25B No. 2648. Frisco traded 802 to GE, which must have leased her to Conrail. She was built in 11/61, the first year of U-25B production.

Locomotive 4608 became the 79th and final SD-24 rebuilt at Santa Fe San Bernardino Shops. Completing the 4-year, $20 million program, 4608 rolled out of the paint shop Jan. 19, 1978, as an SD-26 and was tested between San Bernardino and San Diego prior to going into service on Jan. 27. The units, redesigned for heavy unit trains, were upgraded electrically, boosted from 2400-hp to 2625-hp. They saw average of 15 years service. Santa Fe Railway

Canada Heard From

CANADA is acquainted personally now with British Columbia display train, featuring Royal Hudson 2860. The consist of 10 coaches/display cars, boxcar, baggage car, extra water, and oil tenders started out of Vancouver on March 30th with CP Rail F-7B's No. 4438 and 4459, painted Tuscan red, as a helpers. The April-through-May tour deserves praise. The train was billed to display in the U.S. at Chicago, Milwaukee, and Minneapolis, as well as most large Canadian cities, with a route through Canada via 100 percent CP Rail. Anybody see this train in the States?

These CP Rail diesels have been scrapped: 4082, 4016, 4463, and 4050. Next to go should be 4407, 4086, and 4019 as the curtain rings down faster on the Alco FA in Canada. CP still taking deliveries of the SD-40-2's from GMD London; 5857, 58585, 5859, 5855-5856, and 5778-5780 were received early this year.

Canadian National has leasers out again; on the Grand Trunk Western are 5500-5504, 5520-5530, 5532-5534, 5537, and 5548, along with Central Vermont 8080. Milwaukee Road has fifteen SD-40's; Nos. 5031-6036, 5038, and 5041-48. C&NW has No.s 4000-4007, 4012-4015, 5049-5051, 5053-5405, and 5056-5058. Ford Motor had three GP-40's for stationary generators (returned by now, I assume). At Pueblo are 5585-5589. Also, L&N has an undetermined number of CN's in use; I saw an SD-35 on a transfer drag in Cincinnati on March 30th.

Another of CP Rail's very rare E-8A's is in trouble. No. 1800 made

Soo Line GP-35 No. 722 and GP-30 No. 706 get train 17 out of Waupaca, Wisc., on June 24, 1966.

Photograph by Joe Holman

Birmingham Rail & Loco No. 4 one of last Wintons for sale.

Thomas Lawson, Jr., P.O. Box 5343, Birmingham, Ala. 35207

her last run on train 41 on /5/78 and is now at St. Luc with engine and main generator problems. Only one unit left.

Bill Morgan Reports

PHOTOGRAPHER, writer and *Interesting Railfan* William T. Morgan, P.O. Box 6469, Oxnard, Calif. 93031, reports on heavy rain damage done in his area. For example the Santa Fe had a tragic and costly wreck near the summit of Cajon Pass on March 6th. A large washout left the track structure hanging in mid-air. An eastbound freight hit that "chuck hole" at 50 mph. All four power units and 16 of the 48 cars derailed.

Then fuel from the diesels and gasoline from automobiles carried on auto racks caught fire. Fifty firefighters from nine city departments fought the blaze for over five hours. About half of the 120 new autos carried on the train were burned, crushed, and scattered over the landscape. All four diesels and 10 freight cars were totally destroyed. Two of the four units were SD-40-2 5037, delivered in Nov. '77 and U-36C 8763. The other two were not immediately indentifiable.

The engineer and fireman, plus the rear-end crew, survived without serious injury, but two deadheading brakemen, riding the cab of one of the trailing units, died in the fire. It was 36 hours before their bodies were found in the mangled and charred wreckage. Two of the locos were left in the hole and covered over with dirt.

Southern Pacific in Bill's area—Ventura County, Calif—lost a bridge at Moorpark. One at Ventura was badly damaged. A freight local was parked for several days out in the country near Santa Paula, due to washouts ahead and behind it. Cotton Belt GP-40 No. 7601 was her power. The SP Coast Line was shut down; Amtrak service did not run for 8 days.

After the Coast Line reopened, SP action was heavy in Oxnard. On 3/14, Bill visited Oxnard station to watch the Amtrak *Coast Starlite* swing in, while there, he witnessed three freights and a ballast train. Southern Pacific GP-35 6607 and GP-9E No. 3376 headed up the ballast train, which was still filling in washouts. Extra 7159 West waited in the passing siding with 119 cars and four U-boats bound for Watsonville Jct. She had U-38C 7159 and U-30C 7916. Also U-33C's 8676 and 8633. The 8633 had "absolute junk" chalked on her cab side.

Eastbound 836 came roaring in with Cotton Belt SD40-T-2 No. 8326 on the point. She's one of the new remote control transmitter (RCT) units, Bill wanted her photo, so he hopped on his motorcycle and chased the train, catching up with her after a wild 6-mile ride. Other units were two more U-Boats and an SD-45.

Then the *Coast Starlite* came in with two SDP-40F's. Pulling out, the train was stabbed by a red signal which turned from green to red right in the engineer's face. A few minutes later it went green again. Extra 8672 West came in at about 35 miles an hour. The signal stabbed him, too, but not until the three units were too close to that red eye to stop. U-33C's 8672 and 8715 and SD-40 8459 were backed up under the signal, which by that time had returned to green.

Bill thinks the rain put "gremlins" in the system. I'll bet that crew was cussing. After these trains had cleared, the Watsonville drag made his set-outs and pickups, and departed. Some interesting boxcars were in the consist; two Apalachicola Northern, a Middletown & New Jersey, Columbus & Greenville, and Escanaba & Lake Superior.

Bill returned home in February from his fourth trip to New Zealand and Antarctica. He had photographed 90 of the 102 units operated by the New Zeland Railways on the South Island.

Who Needs a Switcher?

LATELY I've been getting inquiries from rail museums and preservation groups as to which diesels would be worth saving historically. Well, fellas, tell ya what. Anbody interested in an honest-to-gosh, 100 percent pure, rare model Winton SC switcher? As you know, Winton Engine Co. powered those first Electro-Motive (EMC) units in the mid-thirties. The primeval Winton 201-A power plant helped to propel the new locomotive builder into history. As of today, the Electro-Motive Division of General Motors is the world leader in diesel locomotive production. About seven of these pioneer units are left, with only one still is in operation.

Tom Lawson of Birmingham Rail & Locomotive Co. has a Winton (S.C.) for sale or trade. She is BR&L 4, which started life on the Missouri Pacific as its 9002 in July, 1937, with EMC builder's number 712. From MP she went to St. Joe Belt Line, then to Pickens RR as No. 4, then Golden Tye 4, and finally BR&L 4 in December, 1976. BR&L spruced her up and had her out working on a lease deal as late as last August. In preparation for another lease, she was found to have a scored crank throw at No. 7 cylinder. She will operate in this condition; but it's like cancer— you either find a cure or it will kill you in time.

Tom says BR&L will not scrap or donate the loco, as there is nothing wrong with the carbody, trucks, or traction motors. At worst she could be made into a "slug" unit and sold for service. No. 4 comes complete with an extra crankshaft and many other parts for the Winton 201-A plant, and could be sold "as is" or BR&L could repair that scored crank.

So, you outfits with a little cash on hand, contact Tom at P.O. Box 5343, Birmingham, Ala. 35207, or call him at (205) 823-2371. By the way, 4's sister loco, Pickens 3 (ex-MP 6005, built a year later) was recently made into a "bug slug," as Tom calls them.

History of EMD GP-30's

QUICKLY following the successful GP-30 with a unit of 2500 hp, EMD let the world know it was definitely in the horsepower race. GE had the 2500-hp U-25B. Alco the 2400-hp C-424, and the acceptance of 2500 hp on B-B trucks was becoming the rage. EMD's entry, in Oct. '63, was the GP-35.

EMD's GP-30 used a 567D3 prime mover, turbocharged, rated at 2250 hp at 835 hpm. The GP-35 was built around basically the same plant, but rpm's were raised to 900, the highest rpm reached by any of the 567-series engines. GP-35 is also the first of the now-common EMD "Spartan" design. Gone is the classic raised roofline of the GP-30, also the rounded cab roof.

GP-35 is all business; a high, square carbody with chisel nose and rear. The cab is angular with a simple slanted roof. Lack of the raised roofline exposes the single crosswise turbocharger stack, just back of the centralized air system intake grid behind the cab. Units with dynamic brakes carry the familiar side blisters. GP-35 is shorter than her later sisters, the GP-40's, but the main spotting difference is the radiator fans at the rear of the roof. GP-35 is the only model with two large fans flanking one small one.

The 1333 units of this popular model were sold between Oct. '63 and Jan. '66. She was the last great try for the 567 engine, The arrival of the new 645-series in the GP-40 phased out her production. The GP-35 is a freight loco, although a group built for the National of Mexico have steam generators. She carries a 16-cylindered 567D3A and D-32 main generators, DC, and D-67 traction motors. Fuel tanks are available from 1700 to 2600 gallons. Gear ratios are mostly 62:15, which gives GP-35 a 71-mph maximum.

WP GP-35 No. 3506 gurgling under hot sun at Lincoln, Neb., in Aug. '71.

Photograph by Dick Schmeling

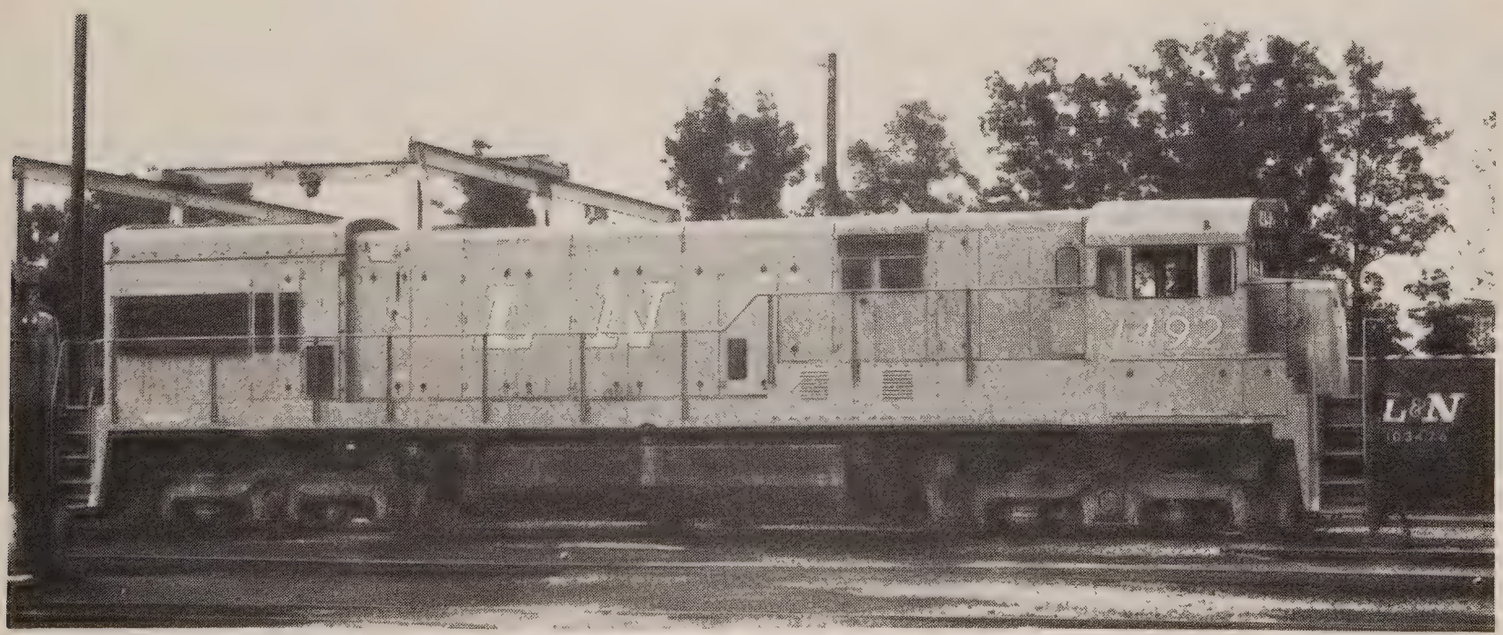
GP-35 continued the practices of low-nose standard. Three roads, N&W, Southern, and National of Mexico have high-nosed GP-35's. Some GP-35's (Southern, Soo, Ann Arbor) ride on traded-in Alco B-B trucks. The larger fuel tanks displaced the air reservoirs. Some units of Frisco and C&NW have these "torpedo tubes" on the roof.

Some other GP-35 oddities: Norfolk & Western 1300-1301 were ordered by the Pittsburgh & West Virginia (an all-FM road at the time) but arrived painted N&W, Also, 1302-1308, ordered by Wabash, received the same treatment. Penn Central 2399. ex-NYC 6155 (now Conrail, of course), was EMD demo 1964, displayed at the 1964 World's Fair in New York City, Cotton Belt 6542 has GE 752 traction motors. Why? Union Pacific 762-763 were originally EMD demos 5652 and 5654 and were demonstrated with a DD-35 spliced between them.

Some GP-35's are really rebuilt from wrecked locos of other models and are correctly identified as GP-35M (modified) since older components are used. SR's second 2526 and second 2641 were built from the remains of GP-30's 2526 and 2641. CN and CP GP-35's were built by GMD of London, Ontario.

The 1104 GP-35's have dynamic brakes, 138 units were built with high noses. As of 11/68, seven units had been wrecked and scrapped; no doubt more are gone today. Most of these engines may be seen wherever heavy, fast freight is handled. Normal usage has them teamed with GP-40's or GP-30's, or almost any combination of EMD or GE high-horsepower units.

CONTINUE SENDING diesel news to Jim Edmonston, 821 Clearfield Lane, Cincinnati, Ohio 45240.



Broadside of L&N U30C No. 1492 shows model's smooth, clean lines at Madisonville, Ky., in July, '73.

Jerry Mart, 2819 Lindsey Drive, Hopkinsville, Ky. 42240

CLASSIC STEAM SHOTS

When larger steam power came to NC&StL, years ago, new tables, such as at Nashville, were built.

Photograph by H. C. Hill

A quiet moment at Haworth Loop as the 1887-vintage Lancashire & Yorkshire Ry. 0-6-0 52044 shunts carriages. The engine is well known to the British public as "The Green Dragon" from the film "The Railway Children," taken from "The Private Life of Sherlock Holmes" and given TV coverage.

Photograph by D. J. Fowler

Photograph by Bart Gregg

Westside Lumber No. 9 on "matchstick" trestle spanning north fork of Tuolumme River in Aug. 1959.

"She'll Be Comin' Round the Mountain When She Comes . . ."

Ex-CP 2860 hauling British Columbia Museum train thru President Mountains at Ottertail, B.C.

Nicholas Morant, special photographer, CP Rail

our new color section

Reading Lines No. 2102 simmers in summer sun waiting for highball at white clapboard rural depot.

John Corns, 1614 Ambler S.W., North Canton, Ohio 44709

Painted by Donald E. Antes, president of the Hall of Steam, 1407 N. Atherton St., State College, Pa. 16801

Four locomotives of Pennsy's magnificent steam fleet in the days when PRR was "The Standard Railroad of the World" and its engines were second to none. Note famed red and yellow keystones.

Painted by Ted Xaras, 52B Richfield Rd., Upper Darby, Pa. 19082

Painting in oils done from a photo taken about 1950 of a rebuilt Illinois Central Consolidation and the car float *Pelican* taken at Helena, Ark. The *Pelican* was later made into a river barge.

Jeanette Patterson, Amtrak ticket clerk, with northbound *Silver Star* at Clearwater, Fla., in 1977.

Fred Clark, Jr., 312 Mariva Ave., Clearwater, Fla. 33515

PASSENGER TRAIN SURVEY

CALLING its 1978 tour book *Destination America* . . . and all that's in between, Amtrak has increased both the book's size and the number of tours listed by more than a third over last year. The 100-page, 4-color catalog is available free from Amtrak travel agents or by writing to Amtrak Travel Center, P.O. Box 311, Addison, Ill. 60101.

Amtrak reported 129 percent increase in rail business generated by 1977's national tour programs. W.S. Smith, manager of sales planning, said the current trend is toward more group tours and shorter, modestly-priced packages. "Last year's manual," he said, "listed only 4 group programs and had only 2 pages. This year we devote 17 pages to 25 group programs. We also list far more short, independent tours."

New in the book this year are tours to Alaska, Utah national parks, Salt Lake City, and a Glenwood Springs, Colo., "Water Works" package including a "white water" raft trip. There are also a new "New England on Wheels" rail/motorhome week tour, 7 new tours of New Orleans, a wider choice of trips to Canada, using Amtrak's 4 international trains serving Canadian cities. Tour prices range from a $7.50 "Train Load of Fun" at Reno to a $2,853 escorted, 25-day "Grand Circle Americana."

THE PIONEER, Amtrak's train linking Seattle, Wash., with Salt Lake City, although only midway through a 2-year experiment, appears thus far to be a solid success story, reports Henry Korman of Longview, Wash.

The *Pioneer* has been a pleasant surprise for Amtrak officials. Recently named "Train of the Year" by a travel magazine, it ranks as the second most financially sound long-distance train in the Amtrak system. Officials feel it can be operated efficiently on the basis of fuel consumed if it can average 80 passengers a day on an annual basis.

"We're gearing up for what we expect to be a redhot summer travel season," said conductor Edward F. Brick, Pocatello, Idaho. "Last summer we carried five and six cars full every day and we expect to do even better this year.

The *Pioneer* would be almost unrecognizable to persons who rode the old *Portland Rose* or *City of Portland* during their dying days of the late 1960s. It is on time 95 percent of its runs, even in winter weather. Its cars are clean and well-lighted. The snack car serves a stable if unspectacular menu. Prices are reasonable and service is excellent.

I READ with keen interest in your magazine the comments made by James L. Kerigan, head of the Greyhound Lines, concerning the operating costs of Amtrak. The *Sacramento Union* ran an article by B.A. Robinson, senior vice president of Trailways, likewise emphasizing Amtrak's cost to taxpayers.

It is extremely unpalatable to the inter-city bus industry that the public is paying money—most of them quite willingly, it seems—to rebuild a competitor which was so nearly destroyed by construction of the interstate highway system and the development of motor vehicles to operate on it. The fuel shortage of 1973-'74 pointed up the fact that the highway system ceases to function efficiently as a people-mover without the full utilization of the automobile. Buses alone cannot handle the demand for inter-city travel.

An alternate form of land transportation is in order. The passenger train is a tried, proven, viable need that should not be eliminated or curtailed. The subsidies paid to Amtrak should be considered as an investment in transportation. We jeopardize the traveling public's welfare if we deliberately deny to travelers the use of a viable alternate to the highway system.

Vehement opposition of the bus industry to the subsidization of Amtrak is understandable, but let us remember that the construction and maintenance of highways on which the buses operate was partially paid for by the taxpayers who gave at the fuel pump.—W.E. Wells, Yuba City, Calif.

A NEW national poll shows that a growing percentage of Americans believe they'll be traveling more by train in the future and favor increased Federal spending to improve passenger rail system. The poll was conducted by Louis Harris and Associates. It shows 60 percent of Americans now want improvements in the quality and availability of rail travel—up from 54 percent of those polled in 1972.

Amtrak's "pointless arrow" gets a point at ex-Southern Pacific depot at Redding, Calif., in March, 1978.
Ramona K. McGuire, 2235 Tehama #7, Redding, Calif. 96001

AMTRAK is spending $404,000 to improve rail-highway safety and train operating efficiencys between Lakeland and Tampa, Fla. This funding is contingent upon the route being included in the U.S. Department of Transportation's restructured rail passenger system and upon a final agreement between Amtrak, the Florida DOT, and the Seaboard Coast Line for additional funding.

This project also includes funds from the Federal Highway Administration and the affected counties and cities. Total cost of the Lakeland-Tampa program would be $1.4 million. Some 44 grade-crossings between Lakeland and Tampa, Fla., would be closed, improved, or upgraded. California Public Utilities Commission predicts that this would reduce the number of rail-highway accidents by 70 percent. Amtrak trains were involved in 129 grade-crossing accidents in Florida in the past 3 years, nearly half of them in the 30-mile stretch between Lakeland and Tampa.

Florida is not the only state participating in an Operation Lifesaver program. Thus far, Amtrak has been working with nine other states in this program: Illinois, Texas, Colorado, Oregon, Missouri, South Carolina, Kentucky, North Carolina, and Arizona.

AMTRAK TRAINS running on the Missouri Pacific are now making increased speeds with shorter trip times, due to a new agreement reached by the two companies. The deal enables Amtrak's *Inter-American* to run one hour and 50 minutes faster from St. Louis to Laredo, Texas, and 2 hours and 10 minutes speedier on the Laredo to St. Louis portion of its route. Amtrak's New York-Kansas City train, the *National Limited,* operates 15 minutes faster between Kansas City and St. Louis.

As part of the deal, MP earns incentive payments whenever individual trains exceed 80 percent on-time record during any month. Penalties are assessed against incentives earned by a particular train if performance falls below 70 percent.

Generally, Amtrak trains are scheduled for 60 mph operation over the MP. As soon as operationally possible, the *Inter-American* will make 75 mph between Poplar Bluff, Mo., and Fort Worth, Texas, and 70 mph betweem Taylor, Texas, and San Antonio. Between San Antonio and Laredo, the speeds will vary from 40 to 59 mph until new rail is installed, at which time speeds will be 59 mph. On the *National Limited* route, speeds will rise from 60 to 75 mph between St. Louis and Jefferson City, and to 70 mph between Jefferson City and Kansas City.

OPPOSITION is mounting to Amtrak's tie-in with Kellogg Company's sugared cereals as a come-on to induce boys and girls to ride trains. Rep. Frederick W. Richmond, (D-N.Y.) demanded that Amtrak officials "withdraw your campaign and use your creative energies to arrive at an advertising strategy . . . that will be more sensitive to the needs of the public."

Richmond is chairman of the House agriculture's domestic marketing, consumer relations and nutrition subcommittee. He echoed recent criticism of the national rail passenger service program by Lee Richardson, director of the Department of Health, Education and Welfare's consumer office.

An Amtrak spokesman insists the rail service has no intention of abandoning the boxtop sales pitch—regardless, we might add, of how much harm refined sugar does to a child's teeth, bones, and health in general.

The program, begun Jan. 20, involves a national advertising campaign aimed at youthful passengers. For three Kellogg boxtops, a child accompanied by two adults can get a free ticket good for anywhere in the Amtrak system.

HE&W Director Richardson assailed the Amtrak-Kellogg deal as one ignoring the proof offered by nutritionists that "high levels of sugar intake are linked with tooth decay, obesity, diabetes, atherosclerosis and hyperactivity in children."

COMMUTERS on the Chicago & North Western know where to get free umbrellas. Every year, more than 1,000 umbrellas are abandoned on the railway's cars. After a year's wait, the lost-and-found department turns them over to a handy rack at a station where they're given free to those who don't have one on a rainy day. The rack is placed under a large sign, reading, "Rainstick Junction."

The Long Island Rail Road used to lend umbrellas to passengers without charge on rainy days at its Flatbush Avenue station in Brooklyn, hoping they'd be returned—which they were, sometimes. Who knows of another road with umbrella service?

WASHINGTON area rail commuter service will be upgraded by an $11,892,080 grant from the U.S. Department of Transportation. The Maryland Department of Transportation will use the Federal funds to buy and rehabilitate 25 used air-conditioned rail coaches, 10 used rail diesel cars, 5 used locomotives, and needed improvements at 10 commuter rail stations in the area. B&O commuter service between Baltimore and Washington, D.C., and Brunswick, Md., and Washington is seriously deteriorated by aging equipment, slow running speeds, insufficient seating, and inadequate or non-existent parking facilities.

FOUR NEW state associations of railroad passengers were formed last year, according to National Association of Railroad Passenger *News,* 417 New Jersey Ave., S.E., Washington, D.C. 20003.

Citizens for Rail Transportation, having largely accomplished its local aims in the Boston area (mainly the saving of commuter rail service), has become the Massachusetts Assn. of Railroad Passengers, Box 2311, Boston, MA 02107, and its chairman is Peter I. Roehm.

The president of the Illinois Assn. of Railroad Passengers is J Michl Morrison, 1815 W. Touhy Ave., Chicago 60626. Vice president, Scott Rogers, R.R. 3, Freeport 61032. In Pennsylvania is the new Keystone Assn. of Railroad Passengers, P.O. Box 426, Federal Square, Harrisburg 17108. For information about the new Kentucky Assn. of Railroad Passengers, contact Ralze W. Dorr, P.O. Box 17091, Louisville 40217.

Down by the Depot

PURCHASE of the old Detroit, Toledo & Ironton depot by a local group is reported by the Greenfield

THE AMERICAN RAILROAD PASSENGER CAR

John H. White, Jr.
Curator of Transportation, The Smithsonian Institution

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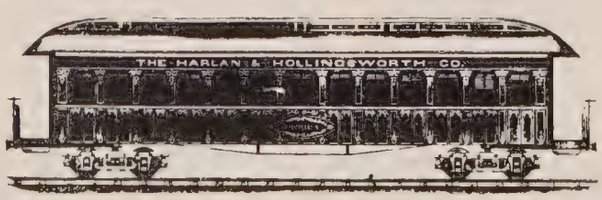

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(Ohio) Historical Society, reports Frank C. Brannock of Leesburg, Ohio. Dr. and Mrs. James R. Vanzant and Dr. and Mrs. Michael Sims bought the structure as the new home for the Greenfield Veterinary Clinic and moved it to that place. Likewise moved is a Chessie System caboose, also donated to the Greenfield Historical Society.

The society had contacted the railroad as early as 1973 asking about the future of the deteriorating depot. The DT&I reported the society could have the depot on the condition it was moved from its present location. Movement was necessary because the depot was located on the flood plain of Paint Creek and because the railroad did not want to assume liability for any accidents which might occur from its close proximity to tracks.

After taking over the depot in 1977, the society tried without success to raise the money needed to move and restore it. Because the society was already involved in other projects, it could not assume the cost of the depot project.

A YOUNG resident of Niantic, Conn., has volunteered to build a train station there at no charge so a commuter train bound for Boston can stop at that point. First Selectman George J. Seebeck said the fellow offered to build the depot himself, provided Amtrak or the town supplied materials.

Another resident suggested that the train caboose which the town's Chamber of Commerce has used as a tourist information center be used as a station. This caboose, located at the Connecticut Yankee Travelodge on Route 161, will be turned over to the Southeastern Connecticut Chamber of Commerce because the local chamber can no longer afford to operate it.

EMPORIA, Kansas, has been named Amtrak's "Station of the Year." A plaque honoring it has been presented to ticket clerks Robert E. Barton and Marvin Mathis and placed permanently in the building. Runners-up in the annual station improvement award program for the year are Winter Park, Fla.; Philadelphia's 30th Street Station; and Sacramento, Calif. Last year's winner was Milwaukee, Wisconsin. The award is made on the basis of station operating efficiency as well as interior and exterior cleanliness.

East Broad Top Mike No. 12 hauls business car No. 20, the *Orbisonia,* in Orbisonia, Pa., yards during Winter Spectacular on February 19, 1978.

Dan Fink, 24 Seneca Ave., Geneseo, N.Y. 14454

Did a pigeon get tired of flying and decide to ride a train? Scene in New York's famous old Penn Station on a quiet Sunday, Feb. 16, 1964. Bird probably got in through an opening during the early partial demolition days.

Photo by Edward J. Wojtas, editor of *Amtrak News*

NIGHT YARDMASTER

by Gilbert A. Lathrop

The late Gilbert A. Lathrop, fireman on D&RGW, wrote dozens of fiction and true tales for this magazine.

FIRST he heard a shattering crash, then a rending of wood and metal. "Lanky" Hanks groaned. He didn't need an official report to tell him that something had gone wrong in the classification yards of the Alberta & Pacific Railway at Craghead in the Canadian Rockies.

Lanky was night yardmaster. The oldtimer hadn't wanted this job. He much preferred train service. But the year was 1915 in the first World War and good men were scarce. So the former freight conductor was tagged with responsibility. Snatching his shapeless hat from the night clerk's desk where he'd just thrown it, he jammed it down on his head, grabbed a lantern, and dove out of the yard office.

"Damn these tramp switchmen!" he muttered to himself as he hurried his footsteps.

Lanky had been sitting tight in a regular caboose, with a couple of experienced brakemen to help him move freight over Wolverine Pass. Then the new A&P yards were formally put into service. Lanky had done a little kidding about the time he'd served as night yardmaster at Pocatello, on the Oregon Short Line. What real boomer hadn't, back in those days? Some of this talk had come to the ears of John Powell, the general manager. Mr. Powell needed a "dinger"; he offered the job to Lanky Hanks. But Lanky gave a prompt refusal. He didn't want to boss a "garden," and he said so.

Gray-eyed Lanky Hanks, with hair thinning on top of his well-shaped head, had a natural bent toward the task of rerailing refractory boxcars. Had fate willed otherwise, he would have been a great wrecking boss. Derailments fascinated him. He liked to see the last pair of wheels drop reluctantly back on the iron. But let's go back a few days and learn how such a man happened to be given the job of night yardmaster.

ON THE MORNING that the new classification yards went into service, Lanky's crew had come down from Wolverine Pass—just a caboose hop. They had found the mainline blocked by a steel gondola car loaded with armor plate which had jumped the track. One pair of trucks was badly slewed; the other still rested on the rails. An old night yardmaster named Beekins, who had switched the makeshift yards in Craghead most of his railway life, was vainly trying to slew the trucks so they'd climb back onto the rails. His lack of good luck was evidenced by the splintered blocking, the tie cuts, and the disturbed right-of-way around the car. He had just decided to order the wrecking outfit when Lanky walked up.

"Havin' trouble?" asked the gangling skipper, his sharp eyes darting over the scene.

"Yeah. You'll have to wait till I get a wrecker down here."

"What in hell you gonna do with a wrecker?" drawled Lanky.

Beekins was quick-tempered. "Yuh got eyes, ain't yuh?"

"Yeah," said Lanky without taking offense at the other's tone. "Besides, me and my crew are hungry and also want to get some shut-eye. Why don't yuh hitch a cable from them trucks to the pilot beam of your kettle and jerk 'em back in line with the rails?"

"Because I'm in charge here," snarled Beekins. "No lousy conductor is tellin' me my business."

Those who knew Lanky Hanks held him in high esteem, partly due to his skill with his fists. Beekins was only slightly acquainted. Jutting his face within a

couple of inches of Lanky's lean visage, the old fellow yelled:

"Get the hell back to your crummy before yuh get hurt!"

"Brother," replied Lanky, his eyes becoming specks of ice, "if that's how you feel about it, we'll settle this thing right now."

Gently but firmly he grasped the arm of the astounded dinger and led him across to a tie pile.

"I never hunt for trouble," said Lanky, "and I don't desire any now. But unless you want that fat head of yours knocked plumb loose from your neck, you'll sit right here while I do a little job of wreckin'."

WITHOUT pausing for a reply, Lanky walked back to the men still gathered around the derailed gon. To his hind brakeman he said: "Pete, go fetch a chain out of the locker."

Mounting curses, the night yardmaster streaked over to the telegraph office. Lanky gave him no further thought. In a few moments Pete brought back the chain. The gaunt conductor helped to secure it in place. Then, when all was ready, he gave a signal. There came a gentle tug from the six-wheeled yard goat, and the trucks under the gondola slewed back so they were parallel with the rails.

Less than twenty minutes after he had taken charge of operations, the wheels of the gon were back on the shining steel and the freight crew had nosed down the main to tie up.

Then the men headed into "Ma" Flanagan's boarding-house on Railway Avenue like a pack of famished wolves. There they put away one of the widow's bountiful meals of golden-brown flapjacks, soft boiled eggs, thick, juicy slices of smoked ham, and hashed brown potatoes, topped off by soul-satisfying Java.

Assisting Mrs. Flanagan in the kitchen was Myrtle Tyson, black-eyed and slender, with hardly any buttocks at all but plenty of breasts. She was known to the gang as "Cinderella." Myrtle wore a beautiful solitaire on the ring finger of her left hand. It had been given to her by Alec Moore, a young passenger engineer working on the A&P out of Craghead. The gang had watched with interest the romance between the fine-looking pair.

And now, satiated with tasty food and blowing smoke rings from fat ten-cent cigars, the men were leaning back in chairs, their eyes lazily following the graceful movements of arms and legs and body as Myrtle bustled about, clearing off the table.

While this was going on, the front door burst open and in came the thin-faced day operator. Without formalities the op announced: "Hi, Lanky! Got a telegram here for you. Shall I read it?"

"Shoot," Lanky invited.

GAZING good-humoredly at her star boarder, Ma Flanagan framed her matronly figure in the doorway leading to the kitchen. Although her carrot-red hair was still done up in curl-papers, her rosy cheeks and dimples and deep blue eyes were not unattractive to the lean conductor.

"Phwat's our friend Misther Hanks done now?" she challenged, her hands resting on spacious hips.

The operator grinned. "I'll read the first of two telegrams," he said to Lanky. "This one was received by Mr. Powell this morning from a man named Beekins. Know him?"

Lanky nodded. "Who doesn't?"

Leisurely the brass pounder unfolded the telegram, cleared his throat, and read: "Conductor Hanks guilty insubordination this a.m. Ran over my authority in matter of gondola derailed in new yards, Craghead. Advise if I or Hanks in charge here."

For once the quick-thinking Lanky was speechless. While he was puttering, the op droned out another message:

"Conductor Hanks, Craghead. It seems you changed your mind regarding my offer of position as night yardmaster, Craghead. You hereby appointed, effective at once. Signed John Powell, General Manager."

"I've already told him I won't take it," the conductor protested. "But I guess I know when I'm beaten. You can tell the Old Man I'll take over tonight."

Since then Lanky Hanks had been almost too busy to give himself any sympathy. The new classification yards was like any new machine, full of quirks which must be located and then eliminated.

Even during the building of it, men had laughingly referred to the maze of long tracks which would comprise the new yards as "Powell's baby." Craghead lay at the foot of the Continental Divide. Flowing into it from the east, the north and the south were long trains of wheat, timber, cattle, machinery, and now military supplies.

Coming down from Wolverine Pass and from the Pacific Coast were great trains of ore and coal and foreign imports. Craghead had long been a bottleneck, the seat of serious delay on the whole Alberta & Pacific system.

THE NEW YARDS were a masterpiece. Each track leading off the main lead had just enough grade to keep cars rolling to clear when they were nipped off a slug pushed up by a yard engine. Each track represented cars of definite destination.

Of course, track Number 2 had a grade a little too heavy, as the gang discovered when the first cut sailed down it and went out the other end to corner a couple of cars and mess up a few switches. Since then, the first cut kicked down two carried a switchman who put a couple of binders on them at the far end.

Until the new yards were opened to use, two switching crews, each handling a twelve-hour shift, had kept trains sluggishly moving through. In those days most of the yard crews were on twelve-hour duty. No, those boys didn't hurry. On some tricks they worked as many as five or six hours, all told, spending the

rest of the time snug in switch shanties or convenient saloons.

Now, with the new A&P yards in operation, the management had to work twelve crews in daytime and eight at night. This resulted in night yardmaster Hanks damning tramp switchmen from the bottom of his heart.

General Manager Powell had advertised in half a dozen newspapers his need for experienced switchmen. These ads had brought results. But not the kind he'd hoped for. Lads from hobo jungles who'd been Rule G'd off other pikes flocked to Craghead with phony names and bum references.

To make matters worse, the Alberta & Pacific issued pie-books, cashable at a substantial discount by a couple of greasy spoon joints in Craghead, while tempting gin mills were located too nearby. The barkeepers did not care if a switchman had to take a discount on his pie-book.

So it was a fine headache Lanky had let himself in for. The situation wasn't improved by what he found on the cheerless night when the crash of boxcars brought him out of his office on the run.

THE GROUND CREW—all three of them hired less than ten days before—had dragged a cut of cars through a switch, wrecking the points. After that the foreman had given the hogger a kick signal. Those sprung points had flopped back and forth beneath the weight of moving wheels, with the result that some trucks went down one track, some down another. Two heavy loads were on the ground, partly turned over.

Lanky stepped up to the foreman, a big-bellied man, and raised his lantern to better note the features. He saw that the man's eyes were bleary, the fellow was almost out on his feet.

Lanky said in disgust: "Dammit, I won't get any help out of you."

Muttering, "Gonna call a wrecker," the foreman staggered over to a tie pile and promptly went to sleep.

The two helpers were in little better condition. One of them, with drunken gravity, tossed his lantern over his left shoulder and said: "I'm makin' a wish. I wish I was down in Florida, on th' East Coast." The other one, using a switch tie for a pillow, was snoring loudly.

Lanky did not try to rerail the mess by himself. He hurried back to the yard office and ordered out the big hook. Sunrise came before the last car was rerailed, the track and switch repaired. Dog-tired, Lanky dropped into a chair and gazed off into space. Of course, this derailment, plus the obvious violation of Rule G by the crew, meant there were now three less carhands on the board. That board had already been too short. Lanky could have worked two extra yard goats if he'd had the men.

He pondered a while. Then he straightened up, determined to wire Mr. Powell his resignation, and go back to road service. He was halfway across the office when he abruptly caught himself up and squared his shoulders.

"Me quit?" he grunted. "I never did that in my life."

THE OLDTIMER took up a sheaf of switch lists and ran through them to make sure nothing was left undone. Now that his decision was made, he felt better. But at the moment, his stomach was yelling for another of Ma Flanagan's breakfasts. His lips twitched in a grin. Ever since he'd accepted this job, the plump boarding-house keeper had been more friendly than ever. Her smile had a lot to do with his peace of mind.

Throwing down the lists, Lanky turned the brim of his felt hat against the early rays of brilliant sunlight, and left the yard office. He was just heading up Railway Avenue at his easy stride, long arms swinging at his sides, when somebody yelled from behind:

"Mr. Hanks!"

The voice had a familiar rasp. He halted and whirled around. There stood a shabby figure which caused his throat to constrict and his every fibre to be on guard. Yes, he recognized the man who had called his name, although he had not seen the fellow in nearly six years. The eyes were the same, reckless and crinkled at the corners, hard as flint. The brows were the same, almost meeting over the straight, well-formed nose.

"Bill Breen," Lanky said softly.

"Right," came the reply.

Lanky noticed another man then. A more disreputable specimen he had rarely seen. From his stiff derby hat to his bulging tattered shoes, this man looked like a tramp. His face was round and whiskered, his piggish eyes deep-set.

"Met Hard-Hat Flavin," said Breen. "He's a car hand, too."

Lanky nodded a curt acknowledgement, wondering what this was leading up to.

"Your general manager hired us two yesterday," Bill explained. "He sent us here to do some switchin' work."

Breen extended his credentials.

"I'm afraid—" Lanky began coldly.

Breen interrupted: "Kinda leary about havin' us around, ain't you?"

Lanky felt quick anger surge up inside, but fought it back. He refused to admit, even to himself, how closely Breen had hit the nail on the head. To refuse jobs to those boys would be cowardly. The night yardmaster needed help, plenty of it. He knew Bill Breen was tops as a car hand. That guy could take a switch list and make it simple as a first-grade reader. He could get more work out of a yard goat and a couple of good helpers than two crews could normally do.

Eye to eye, the three men stood, Lanky Hanks and Bill Breen and Hard-Hat Flavin. None of them gave back an inch. Then Lanky broke the tension.

"Okay," he clipped. "Go tell the general yardmaster I said to mark both of you up on the board."

He turned and hurried on toward the boarding-house, but now his appetite was gone.

WHILE waiting for breakfast to be set on the table, Lanky sat languidly in a brown study. His mind wandered to Bill Breen. That young hellion wasn't booming under a flag. Maybe he'd learned his lesson and wanted to settle down. No, Lanky decided, not when he travelled with a gent like Flavin.

"Shure, Lanky," boomed the friendly voice of Ma Flanagan, cutting into his thoughts, "ye act like ye'd just uncovered a closet full of skeletons out of your past."

Lanky started. "Hardly that bad, Ma," he grinned. "Just had a tough night in the garden."

"A steamin' hot breakfast will fix that," she promised cheerfily, and set the tempting food down before him.

Lanky's appetite came back. He dug into the savory viands, swapped blarney with the boarding-house keeper, and then hit the hay. He really needed the uninterrupted slumber.

Late in the afternoon he crawled out of bed, aroused by a knock on his door. The general yardmaster had come for a friendly visit. After perfunctory greetings, he asked: "What do you know about that pair you sent me this morning?'

"One of them I used to work with, years ago," Lanky reflected. "Name's Bill Breen. The other fellow, Flavin, is a stranger to me. But Breen tells me he's a good car hand."

The general yardmaster nodded. "I asked you because I'm hard up for engine foremen."

"You can depend on Breen."

"I'll take a chance on using them both. I picked up a few more boomers today, and we will work an extra engine tonight."

THAT NIGHT Lanky was thinking seriously about Breen and Flavin as he showed up for supper. He found most of his buddies at the table. Crusty little Blackie Denton, the engineer, sat reading the newspaper, brass-rimmed spectacles resting on the tip of his nose, his black whiskers making his face look dirty. And Alex Moore was talking animatedly to his fiancee, Cinderella, the girl with snaky hips and come-hither eyes, while Ma Flanagan put the finishing touches to the meal.

Lanky sat slumped in an easy chair in a far corner, wrapped in his own thoughts. The front door opened, admitting Breen and Flavin, eager and hungry-looking.

"Is the boss around?" asked Breen with a wide grin, and Lanky had to concede privately that this man was a handsome specimen.

When Mrs. Flanagan appeared, Breen stepped forward affably. "Can you handle a couple more boarders?"

The widow shrewdly looked him up and down. Lanky could tell by her expression that Breen had made a favorable impression.

"Boomer, aren't ye?" she questioned, and smiled warmly.

"One of the best," Breen replied. "I hired out here today, and am called to run a switch crew tonight."

"This feller is with ye?" she demanded, nodding toward Hard-Hat, who stood uneasily by.

"Side kick. His name is Flavin. The boys call him 'Hard-Hat.' "

"That wasn't his name the last time I seen him," spat Blackie Denton, glaring hard at the object of his remarks over the tops of his glasses.

Hard-Hat wet his lips with the tip of his tongue, shuffled his feet, and mumbled: "What do yuh call yourself now?"

Blackie swallowed, then buried his nose again in the newspaper.

"His name's Blackie Denton," said Lanky.

"That ain't what it was last time I seen him, either," smirked Hard-Hat, winking almost imperceptibly.

"Ye can eat here," said Ma Flanagan. "Terms, cash in advance."

"Me too?" asked Hard-Hat.

He waited hesitantly.

Mrs. Flanagan scowled a second. "It includes ye too, provided ye be somethin' human," thinking quietly, of which I have grave doubts."

He grinned sheepishly.

LANKY ate in silence. His keen gray eyes kept going to Bill Breen's features, trying to appraise him. No, Bill hadn't changed much since Lanky had seen him last. That meeting was engraved indelibly on the mind of the older man. And the words spoken to him then would never be erased.

"Remember, Lanky," Bill had said on that occasion, "this don't mean the end of things. You've asked for it, and you'll get it, whether it's next week, next year, or ten years from now!"

Well, it hadn't been ten years. But it had been almost six. And Bill Breen had hunted him up. Bill had come here to even the score between them. Sure, Lanky realized that, by the mere stroke of a pen, he could still keep the fellow from going to work here. But in the past all the differences between them had been in the open. He knew that when the time came for evening up the score, Bill would act like a man, and not sneak around to it.

When the yard goats came off the roundhouse lead that evening Lanky watched them from the yard clerk's office. They were a clanking, grimy, cumbersome lot of engines. A few were fantailed six-wheelers, but most of them were heavier power with added footboards. These weightier engines, small wheels and all, were good for dragging slugs off the long tracks and breaking them up. The lighter kettles served in the coach yards and at industrial jobs.

Lanky studied Bill Breen. He admired the way Bill gave signals. There was no doubt in the minds of engineers taking those

signals as to their meaning. Bill worked with complete assurance of what he was doing. With Bill and his two helpers riding the footboard, the switching hog whoofed up the main stem toward the new yards.

Hard-Hat Flavin's engine was next to come out. Lanky made a point of watching all new men as they hit the footboard for the first time. It took only once to discover whether the new man was a car hand or a fake. Hard-Hat knew his stuff. When he threw a "come ahead" sign to his hogger, and then scrambled onto the footboard, Lanky was convinced that Bill Breen hadn't been wrong in saying Flevin was a car hand.

The night yardmaster was aware that Bill had been given enough work to keep him and his crew going for at least four hours. And Hard-Hat had been assigned about the same amount. So, along toward ten p.m., when Lanky walked down toward where he could see the two engines idle, he was just a trifle sore.

HE FOUND both the switch and engine crews gathered around a comfortable bonfire, doing jobs of verbal railroading. None of them got to their feet when they saw Lanky. Hard-Hat was just winding up a tall tale of railroading on the "Big Ignorant," down in the U.S.A.

Lanky waited until he finished and then asked: "How about the rip track set-up?"

Hard-Hat waved a deprecatory hand. "That was done several hours ago, Hank."

"And the coach yards?"

"Two passes an' a wiggle."

One of the engineers spoke up admiringly. "Yah got a real engine foreman now, Lanky, not a rum-dum."

The N.Y.M. was beginning to believe that himself. He eyed Bill curiously.

"Yep," grinned the younger man before Lanky could question him, "I run out of switch lists an hour ago. Got anything else you want done?"

"If you birds are that fast," said Lanky heartily, "you can spot right here till around two a.m. Then I'll hunt you up with another flock of lists."

Damn, thought Lanky as he settled back in his chair in the yard office, *this job ain't so bad, when a dinger has a few foremen who know how to work a list as it should be worked.*

Yet the next minute doubt assailed him. He remembered the way Bill Breen had looked at him appraisingly, as though the younger man were studying his every weakness, so that when the time came he'd know exactly what course to take. A sinister feeling hit Lanky all at once and brought a cold chill over his spine.

MEANWHILE the night man, Beekins, whom Lanky Hanks had supplanted and who had sent the wire to Mr. Powell, had gone back as foreman on a day job. Lanky saw little of him; but judging from what he heard indirectly, he knew the former dinger hadn't forgotten the loss of his official status and better pay.

Lanky knew him only by sight. Beekins had been working for the Alberta & Pacific several years before Lanky came there. He was not popular with the men, being loud mouthed, disagreeable, and car-hungry. Switchmen didn't remain long on his crew when they could hold any other.

Beekins was single. He roomed over a local hardware store and had little to do with his fellow employes on or off duty. Most of his idle time was spent playing poker in saloons.

But Lanky didn't have time to let Beekins' threats bother him. They were probably mere switch-shanty talk. So when he saw the former night yardmaster lounging in the doorway of a gin mill that morning he merely nodded a greeting and started to walk past.

Beekins challenged him. "I'd like a word with you. I'm layin' off today, an' you're off duty now."

"Yes?" drawled Lanky.

"Well," said Beekins, "there's two things I got no use fer. One of 'em's a damned boomer and the other is a lousy buttinsky!"

Lanky's temper rose, but he fought it down. "Is that all?" he asked.

"Ain't that enough?"

"If that's how you feel, it's okay with me." Lanky started to walk past.

"Hanks, I'm gettin' even with you some day. Just you wait."

Lanky ignored his threat, although never had he been more tempted to knock a man in the jaw. But he realized how it would look to engage in a common brawl with one of his switchmen. He realized as his long legs carried him up the street that he'd acquired another enemy.

Later, at the boarding-house on Railway Avenue, he found Ma Flanagan and slim-hipped Cinderella bustling about in unwonted activity.

The widow greeted him with: "How'd Bill Breen an' Hard-Hat do last night?"

"They know their way about."

"Railroaders, both of 'em," she said sagely. "I can spot a rail easy. Your friend Mr. Breen is movin' into the room vacated by that boomer engineer who quit yesterday."

Lanky raised his brows, but made no comment. Going up to his room, he washed and cleaned up for breakfast. *Things are moving too fast for comfort,* he told himself as he descended to the dining-room. These thoughts persisted during the meal and while he was undressing for bed.

WHEN LANKY awoke it was late afternoon. After dressing and shaving, he started downstairs. The door was open to the room into which Bill Breen had moved. Lanky was about to pass with a quick glance, but changed his mind.

Bill's bed was still upset, indicating he'd been up but a short while. It was not that which

caused the night yardmaster to stop dead in his tracks. On the bureau stood a portrait. Lanky's eyes were drawn to it as steel to a magnet. The picture was that of a smiling, dimpled girl named Anne—a lass with a wealth of hair tumbled in curls over her pretty head.

Two steps carried Lanky across the room. He took up the picture and gazed intently at it. He turned the frame over and frowned at the back. His heart pounded against his ribs. He felt hot and cold by turns.

To him it seemed that the eyes were accusing, although they were smiling. This was the same Anne, only grown older, more mature. He noted the familiar calmness in her mouth, the tolerance in her beautiful eyes.

"They must still be keeping in touch with each other," muttered the angular boomer as he put the picture back.

As Lanky entered the dining room, Hard-Hat was loafing on the sofa, reading a daily paper. But he folded the paper and laid it down when he saw the night yardmaster.

Breen, shaved and shining from a recent thorough scrubbing, sat on a stiff-backed chair across the dining room. "Hard-Hat and I are called for six bells again," he announced casually.

Lanky nodded. There were a hundred questions he wanted to ask the good-tooking young engine foreman, but the presence of Hard-Hat kept them back. Blackie Denton came in just then and grunted a surly greeting to the two switchmen. He sat down on the sofa beside Bill. Hard-Hat got up and slouched out onto the porch, where the sun bathed it with golden warmth. Bill Breen rose to his feet and stretched mightily.

"Guess I'll walk over to the post office while I'm waiting for supper," he said, and went out.

WHEN HE WAS gone Lanky turned to Blackie Denton. "Yesterday," he remarked softly, "you mentioned somethin' about having known Hard-Hat Flavin'."

Blackie glanced up. "Sure I knew him. I worked with him in Helper, Utah, on the Rio Grande about ten years ago. That bird is a real switchman."

"He showed it last night."

"About five years ago, I went back to Helper. Hard-Hat was still working there. He acted embarrassed and sorta guilty."

"Is that all?"

"Well," growled Blackie, "I believe in lettin' the past bury its dead."

"So do I," agreed Lanky, "unless it interferes with the future."

Blackie scratched through his thick dark hair. "Just before I lifted the bolt on the job for the last time," he said, "this Hard-Hat, which wasn't his name them days, got messed up in a boxcar robbery. He was caught. Seems it had been goin' on a long time, an' the gumshoes had been layin' for the bunch. Hard-Hat was sent up for seven years. I'd say he's just been released on parole."

Lanky swallowed and gasped. "Was Bill Breen mixed up in the deal?"

"Nope. I never seen Bill Breen before in my life, till yesterday. Seems like a queer young feller, to be runnin' around with Flavin."

Lanky relaxed. A smile of relief crossed his lips. "Helper was one pick-handle job," he drawled. "I switched there almost a year one time. I was even relief yardmaster when I quit."

That evening, Lanky found a glorified madhouse waiting for him when he got to work. Number 92, the hotshot freight, was running in sections—just how many, nobody seemed to know. There were a couple of stock extras and half a dozen troop trains, besides the regular line up. Five or six new names were marked up on the switchmen's board. Lanky wondered how many of them would make good, and how many would be Rule G'd, or quit. This was a slow and disagreeable process, weeding the chaff out of the grain.

FROM HIS WINDOW in the mudhop's office, Lanky watched the crews lead their engines out on the main. Funny how a fellow could spot the real car hands, those desirous of getting somewhere on the job. Mixed among them were the usual tramps and loafers, dissipation written on their coarse features.

A couple of them were phonies; he could tell that the minute they hit the footboard. They were clumsy and awkward and acted half scared as their fingers froze around the grab-irons. Firemen probably, decided Lanky, tired of baking their brains against white-hot fire and wanting to get into what they hoped would be more satisfactory work.

He grinned at the thought. Switching boxcars was probably the hardest work on the railroad, unless it was working on a section. Regardless of the weather, switchmen were out in it. Rain or snow, wind or ice, intolerable heat or driving blizzard, it made no difference. Yard work, like time and tide, waited for no man.

And yet, decided Lanky a couple of hours later, something about this game got under your hide. From the darkness came the hollow boom of boxcars striking others on the long classification tracks. He listened to the pleasant thump of working exhausts, the occasional blast of angry voices as switchmen vented their spleen on a stuck pin or a bum hand-brake, or an engineer who didn't take a signal quite right or quickly enough. All these sights and sounds formed a vital part of the roaring road.

"Hey, Lanky, we got a mess up on the east lead!" The strident voice of the night chief yard clerk cut into his meditations.

"Any particulars?" asked the dinger as he snatched up his lantern and headed for the door.

"It seems that Flavin's kettle sidewiped Thirty-three as she was pullin' out of town and knocked a couple of cars out of her middle," called the chief mudhop.

"Hard-Hat?" barked Lanky. "Why, he's the last man I'd expect to find in that kind of stew!"

THEN HE WAS gone, plowing through the cinders toward the scene of the latest accident. Soon he found Bill Breen's engine nosing against track Number 5 to drag out a slug of loads preparatory to breaking them up, and he stopped them with a lantern signal.

Bill came back with his enigmatic smile. "Got another list for us?"

"No," replied Lanky. "There's a mess down at the east end of the yards. I want you to ride me to it."

Bill gave a quick back-up signal to his engineer, as Lanky went on: "Hard-Hat sidewiped Thirty-three."

Bill whistled in surprise. "I thought he knew better than that."

"So'd I. Maybe it wasn't his fault."

Lanky hit the footboard and clutched a grab-iron. The two helpers climbed on the rear of the tender, leaving Lanky and Bill alone on the front footboard. Bill gave a come-ahead.

"Quite a bit of water has flowed under the bridge since I saw you last, Bill," began Lanky, glancing sidewise at the other.

"Quite a bit," Bill said flatly.

"Let's see," mused Lanky. "That was in Fort Worth, on the Katy."

"Yeah."

"You put me in a spot that night, Bill, walking off the job as you did."

The switchman leaned forward. Lanky could see the frozen lines on his face in the reflection of the dimmed headlight.

"You put me in a spot, too."

It was a statement of fact that opened wide the gates of memory. Echoes of yesteryear.

"I suppose you've been trampin' around ever since?" The night yardmaster's words were more of a statement than a question.

"More or less," said Bill. "I see you been stickin' to yard service."

Lanky shook his head. "This is the first time I've fooled around yard service since I left the Katy. Been runnin' trains mostly."

BY THAT time their headlight beam had picked up the derailment. Hard-Hat's goat still sat where she'd halted after sidewiping Thirty-three. Two cars lay on their sides, but seemed little damaged. Hard-Hat stood beside the wreckage, as though pondering. Now he stepped back and strode toward Bill's engine.

"Fireman was restin' his eyes," he explained wryly. "Me'n my helpers was ridin' the hind end of the cut."

Lanky grunted. Such things can happen on the best of railroads. Nobody was hurt and not much damage had been done. Within an hour or so the wrecked cars had been shoved to clear so a wrecker could pick them up in the a.m. No. 33 had gone on her way.

As he walked back to the yard office Lanky was thinking about the talk he'd had with Bill Breen that evening. He realized now that Bill had been more than half right in walking off the job as he had. Bill had been half right on other occasions, too.

Lanky had been assistant trainmaster on the "Pedro" the first time they met. Bill had struck him for a job, a freckle-faced, cocky, young squirt with a service letter which stated the bearer, Patrick Kennedy, had served as brakeman on the Sante Fe two years and had resigned with a clear record.

"So your name's Patrick Kennedy," Lanky had questioned. "And how old are you?"

"Twenty-two," Bill had replied without batting an eyelash.

Lanky had hired him. The kid hadn't made a single student trip, but he did the work well. When payday came, Bill outfitted himself from head to foot with new clothes. Rattle-brained as they came, Bill had been. Apparently had no sense of the value of money or of anything else. He began running around with a bunch of wild young fellows who gambled and took on booze and loose women. But apparently Bill never did go for the sluts.

Lanky's young sister, Anne, was living with him at that time, keeping house and watching over him. Next thing Lanky knew, Anne was going steady with Bill Breen. That she was fond of the reckless brakeman was evident from the first.

Had Bill been willing to settle down things might have been different. But payday after payday found the brakeman broke within a day after getting his check. There were plenty of tinhorn gamblers to take his money in crooked poker games. Lanky felt sure that Anne had remontated with Bill, although she always upheld him to her brother.

The climax came the night an extra got into the caboose of the train on which Bill was parlor brakeman. Bill, accepting a call after a twenty-four hour session at a poker table, had fallen asleep and had let the extra get past. At the investigation which followed he had accepted full responsibility, and Lanky had discharged him. Bill had disappeared then.

From assistant trainmaster, Lanky had been transferred to another division as trainmaster. Then a merging of divisions had abolished his job, and he'd found himself back in the ranks, with two feet which itched to tread new rights-of-way. Anne had boomed right along with him.

THE CHIEF night yard clerk brought Lanky Hanks back from his memories of the past.

"Hey, Lanky, I've got three red-hot Government loads coming in on that westbound extra. She should be here around six a.m."

"I'll leave a line up for them to be set in the connection without fail," said Lanky. "Those runs take priority over everything. What are they?"

"Export stuff. I guess another convoy is getting ready to sail."

Lanky grabbed a telegraph pad and wrote hastily. He copied the numbers of the two cars, instructing Beekins, who would come on duty at six a.m., to cut the two loads into an extra leaving Craghead at 6:25 a.m. This done, he stabbed the message on the file holding Beekins' various work sheets.

Quitting time found Lanky dog-tired and hungry. He hurried to Ma Flanagan's. There he ate a stimulating hot breakfast. This time he enjoyed oatmeal, sausage cakes, apple sauce, and Java. He had little to say, and went to bed as soon as he finished eating. It seemed he'd just dropped off to sleep when a pounding on his door brought him upright in bed.

"What is it?" he called.

"General yardmaster wants you in his office right away," came the voice of Alec Moore, the young engineer.

"What in hell does he want with me?" muttered Lanky testily as his bare feet hit the floor and he began pulling on his trousers.

He soon found out. The G.Y.M. was pacing the floor of his office, his eyes puckered worriedly, his face betraying anger.

"Mr. Hanks, how come those two Government loads weren't sent out on that westbound extra?"

"You mean to say they didn't go?"

"They didn't! I've had a flock of telegrams about them. That was a bad slip-up, Hanks."

"I filed a message to Mr. Beekins to be sure and set them in the west extra," Lanky said softly.

"I've questioned Beekins," snapped the general yardmaster. "He swears he received no instructions."

"I guess his word is good as mine, but I told him just the same," drawled Lanky, remembering certain threats of a few days before.

"I called an extra to handle those loads out of here and gave them right over everything."

Lanky nodded.

"My reprimand stands," said the general yardmaster. "In the future be more careful."

Lanky almost told the G.Y.M. then to take his job and stick it up his rear end. But if he did, he'd be walking out on his friend John Powell, the general manager.

"Okay," he said, and left the office.

Boiling inside, the night yardmaster walked slowly up Railway Avenue. There was no doubt that Beekins had destroyed the message regarding the two Government loads. True, the chief night yard clerk had told Lanky about them. But had he seen Lanky write the message to Beekins?

"I'll have to watch that feller," Lanky mused as he headed for his room.

ON THIS JOB a man had no time to worry about single issues. Every night brought new troubles, fresh problems. As more and more tramp switchmen were hired the steady, conscientious employes were given additional bother. It was nothing for the caller to hustle an entire crew out of a saloon or whorehouse and herd them down to work.

But with all the new men hiring out, it seemed that Craghead yard was continually shorthanded. Whole crews walked off their jobs in the middle of a shift. Whole crews failed to show up after accepting calls.

And those were but a small part of official worries. Hardly a day or a night passed without from one to half a dozen accident reports being made out. Cars were cornered and smashed up, switches were run through, loads were shifted and wheels derailed.

The first payday after Bill Breen and Hard-Hat Flavin came on the job found Lanky anxiously watching the pair. Today, he felt, will be the test. He knew that both men would have money in their pockets and that rum shops would beckon, and poker games lure. Paydays almost invariably found the extra board stripped clean, with regular men still clamoring to lay off.

But Bill Breen and Hard-Hat were on the job that night, cold sober and as capable as ever. Lanky was convinced that Bill, whose weakness was gambling, hadn't stepped near a game all day. And Hard-Hat had avoided beckoning saloons. Instead, the boomer had outfitted himself from shoes to hat, and he looked like a different man.

That night when Lanky hunted up Bill Breen to give him a couple of new lists, he remarked indifferently: "I guess the poker games did a big business today."

"I suppose they did," agreed Bill. "Boomers spend their money."

Anne was still with Lanky, then. He felt sure the girl and Bill kept in touch with each other. He thought they met a couple times while Bill stayed in Needles. But suddenly Bill had pulled the pin on that job. Three months after hiring out there, he'd been offered a position as assistant yardmaster. Lanky had heard the G.Y.M. make the offer and heard Bill turn it down.

"Those jobs," Bill had grinned, "should be held by older men. I'm not interested in being a home guard."

A few days later Bill had left. Anne had been unusually quiet for a long time after that. Then Lanky's feet had got to itching and he'd drifted on where he'd landed a job as conductor on the Tonepah & Tidewater.

LANKY saw little of Beekins, and when they happened to meet the latter avoided him. Although Lanky was positive the heavy-set man was a steady drinker, it rarely showed on him, nor did it seem to affect his work.

That the new classification yards were not coming up to the expectations of General Manager Powell was evident when the brass collar came to Craghead in his private car and called a meeting of all the yardmasters. When

they were assembled, he was blunt and to the point.

"The management is disappointed in the showing of the new yards thus far," he announced. "Delays are still almost as serious as they were before the yards was built."

The general yardmaster was an old hand at the game. He knew his railroading and his men.

"We've been using the new yards about a month," he said gruffly. "And I've always looked on something new around a railroad kinda like a pair of shoes. It takes plenty of breaking in before they're efficient."

Mr. Powell nodded. "I understand. You've had only a skeleton force of switchmen familiar with the work here. You've had to get along with boomers and tramps, besides learning the fine points about a series of new tracks."

"Sure," boomed the G.Y.M. "Even our yardmasters have been new men. Not that they haven't done a swell job, considering what they're up against. Last month this yard made a poor showing. Next month the showing shouldn't be so bad, and the month after it should begin to whittle down to what you expect."

WHEN HE LEFT Mr. Powell's private car, Lanky found himself looking toward his old caboose, which was sitting on the coach track, with more than usual longing.

Dammit, he wanted to get back on the road, away from the trouble and the noise and the grief of herding a gang of tramp switchmen around. Only the thought of the many things Powell had done for him in the past kept the old-timer from tossing the whole thing overboard.

"The older a fellow grows, the faster time goes past." The chief yard clerk made the statement one afternoon when Lanky came to work.

With a start the night yardmaster realized it had been two months since Bill Breen and Hard-Hat Flavin had gone to work there. Neither man had lost a single shift. Both were still working as engine foremen. Both were recognized as the best men with switch lists in the whole yards.

Because Lanky felt more than casual interest in the pair, he had checked on them pretty closely. Apparently neither of them had taken a drink nor gambled since coming to Craghead. Their idle hours found them soundly sleeping, or loafing around Ma Flanagan's dining-room, reading or verbally railroading.

Bill Breen was not the same. Lanky remembered the next time he'd run into the young fellow after firing him for the bum job of flagging. It had been a couple of years later, and Lanky was running a crew out of Needles, California.

He shuddered as he thought about the heavy, sullen heat. He remembered Needles as the world's hottest railroad town. Bill had hired out as a switchman there. That time he'd used his right name. He'd been pretty cool toward the older man when they met, and had thawed but little.

Still, Bill Breen had been wild as an untamed stallion, with no sense of responsibility. The yardmaster had told Lanky that Bill Breen had a big stack of service letters, all under his right name.

"He's been following switching," the yardmaster had gone on, "and has worked in damn near every big yard west of the Mississippi, and a couple east. He's known as 'Ninety-Day Breen,' because that's as long as he ever stays on one job. Ninety days gives him a satisfactory service letter."

"Is he a good car hand?" Lanky had asked.

"That mug could be a general yardmaster on any pike he's worked, if he'd settle down and put both feet on the ground," the reply had come. "But he's got wandering blood in his veins."

The night yardmaster had lost the secret fear he felt toward Bill Breen when the latter first came there. If Bill had hunted Lanky up to get even for their past grievances, apparently he'd changed his mind. The yard was running smoother, more methodically by now. Delays were becoming smaller.

THE GANGLING yardmaster looked over the lineup for the night. His lips whistled soundlessly. Work was going to be heavy. The G.Y.M. had ordered three extra engines to cope with the situation. Another payday had rolled around, and about a third of the tramp switchmen were off "sick."

By nine p.m. one of the foremen working an engine on the lower lead had gotten things so badly tangled up that Lanky hastily grabbed his lantern to go straighten out the mess. He was leaving the yard office when a mudhop from the top end hurried up with the information that another foreman had read his switch list upside down and had dragged a slug of loads off track Number 12 and his yard goat hadn't enough power to shove them back to clear.

It was a cinch Lanky couldn't be two places at the same time. Yet his presence at both was urgently demanded. While he was hesitating, Bill Breen's crew came slowly down the scales, all three men riding the rear footboard. Lanky swung them down and motioned Bill over to him. Swiftly he explained about the tangle on the lower lead, and ended:

"I wonder if you can hike down these and straighten 'em out?"

"What'll I do with my crew?"

"Take 'em along with you."

"I'll go take a look," agreed Bill with quiet confidence. He twirled a back-up and his engine chuffed away.

Lanky hotfooted it to the high end. There he spent an hour getting cars to rolling once more. During the process he dehorned the engine foreman who'd created the traffic jam and he sent one helper to his room to sleep off an overload of liquor.

Back in the yard office Lanky asked about Bill Breen's crew.

"He took over," informed the chief night yard clerk, "and you never seen cars move like they did for a few minutes. It was artistic the way that boomer cleaned up the tangle. I'd say this man Breen has got what it takes to make a rattling good dinger."

"He has." Lanky spoke absently. He was remembering the last time he'd seen Bill Breen, before the young fellow had drifted to Craghead.

HIS MIND roamed back through the past, to days when a slump had hit the country and jobs were scarce. He recalled a time when he was cut off the board and headed for Fort Worth, Texas, with his sister. The Katy needed yardmen in those days.

For a while fortune smiled on both of them. Lanky was hired as an engine foreman, while his sister, tired of nothing to do except cook a couple of meals for her brother, had taken a job in the division superintendent's office.

A couple of months after going to work there, Lanky had been stepped up to assistant yardmaster, and shortly afterward to yardmaster.

Bill Breen, his stack of service letters grown to the thickness of a small volume, showed up about that time and bumped Lanky for a job switching. Because business was picking up then, Lanky had hired the young boomer.

Bill had grown older, and as usual was tops as a car hand. Almost from the day he landed there, he and Anne had resumed their interrupted romance.

"I got a little job for you, Bill," Lanky had said as he halted beside the switchman. Bill made no comment.

Lanky had explained about the tangle on the lead. "So the whole damned yards is tied tight. I've got to get down to the derailment. I'll leave you to straighten up the west lead."

Bill grinned. "That's swell, Lanky," he said. "I'll come to your aid—just like you came to mine yesterday when I boned you for a ten-spot."

Pulling switch lists from his hip pocket, he shoved them into the hand of the dazed yardmaster, along with his switch keys.

"They need men up in Idaho, on the Union Pacific. Take good care of things." Then he started to walk off.

"You damned heel!" Lanky cried.

Bill retorted: "Remember, Lanky, this doesn't mean the end of things. You've asked for it, and you're going to get it, whether it's next week, or next year, or ten years from now."

WITH A SIGH, Lanky came back to his present surroundings in Craghead. That last scene had occurred almost six years ago. A lot of boxcars had been dragged out of yards since then, and enough grief had passed to ease the anger Lanky had felt toward Bill Breen.

Anne Hanks had remained in her railroad job when Lanky finally drifted on. What Bill had told her before leaving the Katy, Lanky never knew. But as time forged onward, Lanky and Anne had written less and less to each other.

That afternoon in Craghead, when Lanky woke up after a long and much-needed sleep, he felt depressed. Even Ma Flanagan's cheerful singing, accompanied by the clatter of pots and pans and the aroma of good food being cooked, failed to raise his spirits appreciably. Shortly after going downstairs, where he took up the newspaper to read a while, he saw the crew caller stick his head into the dining-room and heard the words: "G.Y.M. wants you pronto, Lanky."

Grudgingly Lanky pulled on his hat and walked across to the yard office. The general yardmaster waited for him in his office with an open letter before him, and declared: "Hello, Lanky! I have here a report on Flavin's personal record."

"Reckon I know what it is," drawled Lanky, remembering his conversation with Blackie Denton.

"You knew him when his name was Al Slocum?" questioned the official.

"Never saw him before he came to the A&P," Lanky answered.

"Well, this man was convicted of pilfering boxcars and was sent up for quite a stretch."

"So I've heard," nodded Lanky.

"So we'll have to turn him, I expect," remarked the general yardmaster.

"Is that the dope from the head office?" Lanky asked softly.

"That's the dope," agreed the brass collar. "I've looked into his record since he came to work here. He's a damned good man."

"Yes, he is," said Lanky. "The kind we need these days of boom railroadin'. I'd say that Al Slocum has paid his debt to society."

"That's how I feel about it, too."

"So what?" smiled Lanky.

"Have you any ideas?"

"A couple. Let's wait till tomorrow before we decide, though."

"Okay." The G.Y.M. added abruptly: "Beekins, one of our day engine foremen, has decided to work nights."

Lanky was expressionless.

"I heard that this man has been drinking a lot lately," the G.Y.M. added.

Lanky shrugged.

"I've also heard he's making a lot of threats toward getting even with you, Lanky. I wonder if his bumping on a night job might not have something to do with this."

"I doubt it," said Lanky, hiding his sudden foreboding.

"Well, that's all, I guess. I figured you ought to know the setup."

"Thanks," said Lanky, and he headed back toward Railway Avenue.

HE FOUND Bill Breen, Hard-Hat Flavin, and Blackie Denton waiting for supper. They greeted him with the rough fraternalism of railroaders.

Then Hard-Hat remarked: "I got rolled off my foreman job."

"What did you mark up for?" Lanky asked.

"Helpin' Bill Breen," grinned Hard-Hat pleasantly.

Shortly after Lanky went to work, he saw Beekins and his two helpers bring their kettle off the roundhouse lead. The two helpers were new men, just hired out a couple of days before. Judging from the way the trio stopped the goat before climbing on the footboard, Lanky was positive they had been violating Rule G.

When he saw one of them sneak furtively over to a couple of tie piles and hide something, he felt certain that all three of them were half ginned up. But the night yardmaster had little time to think about Beekins and his crew. From the line-up, that night would be a bedlam of inbound and outbound trains, with half a dozen troop trains being hotshot through on better-than-passenger schedules.

"Must have no slip-up on any of these soldier trains," Lanky read the message left by the general yardmaster. "Imperative every one of them receive clear tracks through yards."

Lanky stuck the message on a convenient hook and looked up to find Beekins leering at him.

"Got a list on that last extra that came in?" asked the foreman thickly.

While Lanky was hunting for it he saw Beekins read the message about the troop trains.

"There you are," said Lanky, handing over the switch list. "I want Number Three tracks kept clear all night. I'll put those troopers through it."

"Okay," muttered Beekins.

BILL BREEN was working the tramp engine, and he breezed in for some dope. Lanky repeated what he'd just told Beekins about Track 3. Bill nodded, and left whistling a tune. At the high end of the yards the main line formed a bottle neck, leading into Tracks 3, 4, 5, and the scales track. Lanky kept his eyes wide open, going out to squint down the various tracks from time to time. Down on the west lead, Beekins and his helpers kicked cuts of cars down the various tracks. But they kept 3 open, and they didn't use Number 2 track. Two was the one with the heavy grade which necessitated a switchman riding the cut into it.

Bill Breen's crew had gathered a dozen cars of cattle which were close to their 36-hour limit and must be unloaded and watered and fed. He had gone out to the stockyards. Another yard goat worked on the east lead, making up a redball westbound freight.

The first troop train came in wearing white rags and white classification lights. She found a clear alley through Track 3 and was there only long enough to change engines and put on a helper.

"The next troopers are running as Sixteen, Lanky," the night operator reported a short time later. "There's four of 'em, bunched up five minutes apart."

Sixteen was the crack *Transcontinental Limited.* So Lanky knew that the first three wyould display green signals and whistle one long and two shorts to every opposing train they passed along the line. The first section would blow in within the next forty minutes. Lanky decided to notify all yard crews to get in the clear about ten minutes before first Sixteen was due, in order to eliminate slipups.

THE FIRST CREW Lanky that found when he started on his rounds was Bill Breen's.

"We just blew back from the stock yards, Lanky," Bill told him. "What you got next?"

"Get your pig in a hole and keep her there till a fleet of troopers are past," instructed Lanky.

Bill Breen gave a one-track signal with his lantern by quickly moving it up, then down. When it was acknowledged he raised his lantern high overhead and held it there. That was the first signal a switchman learns. It means the crew will go "on the spot"—meaning time to rest and chew the rag if you wanted to—until further notice. The little switcher chuffed rapidly into one track, and Lanky watched the switch light blink from red to green.

Bill started leisurely toward his engine where he'd pick a cozy place to doze while their "spot" period lasted. Lanky looked at his watch. He'd have to hurry. First Sixteen was due in twelve minutes.

Through the darkness, to which his eyes had grown accustomed by now, Lanky saw the yard goat out on the east lead, shoving a long cut of cars into the high end of Number One. He hastened his footsteps to have the foreman clear Number 3 lead so the troop train could use it.

Beekins was down at the west end, his pig tied to a fat cut of cars.

"Damn!" Lanky muttered. "I should have left thirty minutes ago."

He halted, undecided. Both ends of the yards were blocked, although both engine foremen and their crews knew about the approaching troop trains.

"Guess I'll get Beekins off the lead first," he changed his mind.

AS HE STARTED trotting toward the west, he heard Beekins' engine exhaust explosively. He could see a lantern giving a violent kick signal. Then he saw something else that nearly froze his blood. Beekins had the switches lined for Track 2. There was no sign of a lantern on the cut coming in, which would show a helper was riding them!

Lanky blinked his eyes to clear them. Only one lantern was in evidence down there. It was still giving a kick signal from the front footboard. The engineer on that kettle evidently believed in taking signals exactly as they were given. The exhausts kept coming faster and faster, louder and louder.

"What is that son of a bitch tryin' to do?" panted Lanky.

He swung into a run toward the approaching end of the cut coming down Track 2. He heard wheels howl against the rails and the clatter of complaining frogs and switch points. Still those implacable engine exhausts kept coming.

The end of the cut kept coming. Two was less than ten carlengths from him when Lanky saw the lantern on the footboard swing a stop signal. As the exhausts cut off, the lantern sailed high and disappeared.

The night yardmaster was fast on his feet. He prided himself on his ability to pick up a car coming at him 25 or 30 miles an hour. But this cut was making closer to 40. Even if he caught them, would he be able to stop them before they sloughed into the cars being shoved into the east end of Track One?

He had a swift mental vision of the crash, of cars thrown all over the yards; or tracks so blocked by wreckage that no train could move through for hours.

RUNNING in the same direction as the cars as they roared toward him, he crouched low, hands outspread to grasp a side ladder as it whizzed by. On they came, swaying and rocking over the uneven track!

Holding his hayburner so that it threw the most illumination, the night yardmaster looked for a hand- and foothold. He caught a glimpse of them, and leaped. It seemed his arms would be torn from their sockets, so violently was he snatched from the cinders.

Legs dangling, he clung for life or death. His shoulders ached and stung. Cautiously he lifted his legs, felt with his toes. He felt a stirrup.

Then he was up the side ladder, racing for a brake wheel. Lanky tugged at it savagely, taking slack out of the chain. When it was tight he cursed. The handbrake was no good. Kicking the dog into the ratchet, he ran for the next. This was better, but with sinking heart Lanky Hanks realized he'd never get them halted before they crashed. With sweat trickling down his face, he secured that brake and leaped for the third one.

As he did so, he felt a slight tug from behind. He snatched a quick glance along the tops. Somebody else was on the decks, giving him help.

"Thank God!" he breathed.

SLOWLY and grudgingly the heavy cut of cars slowed. Brakeshoes jumped against wheels with noisy clatter. As the cut of cars halted, just clearing the high end of Track 2, Lanky met his unknown helper. He raised his lantern to identify him.

It was Bill Breen, minus lantern. Blood was dribbling down the side of his face which he'd evidently struck in getting on. Lanky held out his right hand; and when the other man's met it, he said: "Great stuff, Bill!"

Bill mopped his forehead with his arm. "That was too damned close," he gulped.

"Did you see the whole play?" inquired Lanky.

"Sure," Bill grinned sourly. "I knew Beekins was laying for you. He threw his lantern away after he made the kick."

"Yes, I saw him do it. I've got to hurry and get his engine in the clear," said Lanky making for a side ladder.

"Hard-Hat is takin' care of that," Bill reassured him. Lanky looked toward the east lead, where the yard goat was just moving to clear in Number One track.

The night yardmaster eased himself to the ground.

"I can't understand your lendin' me a hand, after what you said last time we parted, in Fort Worth," he said. "Remember?"

Bill gave an embarrassed laugh. "That was hotheaded youth talking out of turn, Lanky," he said. "I almost came back and apologized a day or so later. Then I decided I'd come down and get both feet on the ground first. You jolted me plenty that day, telling me the things you did."

"Not enough to cause you to cut out boomin'," drawled Lanky.

"That's what you think," Bill contradicted. "I landed a switching job on the Southern Pacific down around Los Angeles, was promoted to yardmaster, and have been there ever since."

"What you doin' up here in Canada then?" asked Lanky in surprise.

"That's the payoff, Lanky," Bill chuckled. "I came up here to show you I'd changed for the better. I'm on a ninety-day leave of absence from the good old Southern Pacific. Want to see my proof?"

"Your word is plenty, Bill," Lanky said. He wanted to ask about Anne.

Bill must have read his mind. "I stopped on my way up here and saw your sister. She told me to tell you that she'll come up here and we'll be married. She kinda wants you to give away the bride. How about it?"

"Wire her and tell her that her brother is in a givin'-away mood, Bill," said Lanky, his eyes somewhat misty.

The first troop train blared in from the west. Lanky hesitated. Then he went on: "In the mornin' I got a little straightenin' out to do about Hard-Hat Flavin. He's a damned good car hand and I need him."

"I wouldn't travel with anybody but a top car hand, Lanky," said Bill.

The trooper blared whistle signal—a long, followed by two shorts. The night yardmaster heard an outbound extra answer. To his nostrils came the welcomed scent of coal smoke, and journal oil, and hot wheels—the essence of the railway.

Lanky was elated. The old iron pike had brought out the real good in a man. And it worked the other way around too, which was well. ●

STEVE MAGUIRE'S

TRANSIT TOPICS

First Toronto Transit Commission LRV to arrive in city last December. LRVs are now running in revenue service on busy Toronto streets.

All three pictures from Toronto Transit Commission

TRANSIT HISTORY was made when Boston's Riverside line was totally converted from old PCC cars to new Boeing light rail vehicles. Massachusetts Bay Transportation Authority is presently accepting new LRV cars so fast that the Beacon Street line in Boston may soon be 100 percent LRV. Former Dallas 3300 series cars that had been serving the Arborway line are also now replaced by LRVs. All *all-electric* PCC cars are now out of service and are stored at Watertown yard where they are for sale. Cleveland's Regional Transit Authority is said to have been inspecting the cars for possible purchase. Norton D. Clark of Newton Highlands, Mass., sent us this news.

SAN FRANCISCO has celebrated another cable-car anniversary. About five yars ago it held a month-long jubilee for the 100th anniversary of Andrew Halladie's first cable-car line, which opened in 1873 on Clay Street. The city's second cable line was on California Street, where cars began operating April 10, 1878, along 1.7 miles of track between Kearny and Fillmore streets via Chinatown and Nob Hill. Today, cars ply the same route except that the terminals are extended a few blocks to Market Street on one end and Van Ness on the other. The latest fete included such events as slices of a giant birthday cake being served to visitors on April 9th at the Cable Car Barn and Museum located at Washington and Mission streets. Then on the next day, the anniversary date, the affair was climaxed by a civic luncheon in a hotel, where a film covering the only national historic landmark on wheels was shown. It is entitled "San Francisco's Ageless Cable Cars."

FEDERAL accident investigators have confirmed that a brake malfunction caused the collision of two Illinois Central Gulf Highliner trains in Chicago on January 26th, we learn from Steve Scalzo of Park Forest, Illinois. The investigators found that its Highliner commuter cars—designed to prevent brakes from icing up—can actually rob the brakes of their effectiveness and cause total brake failure.

The National Transportation Safety Board recommended that a nationwide investigation be launched by the Federal Railway Administration on all railroads that use similar braking equipment in order to determine how widespread the need is for corrective measures.

NTSB urged also that the Railway Administration test the new "high friction" brake shoes used by the ICG and, increasingly, by other railroads, to determine if rain or other moisture cuts the effectiveness of the composition material in the shoe.

In normal operation, the Highliner cars' brakes have a hydraulic booster that tightens the setting of the brakeshoe after each use in order to compensate for wear. However, at the time of the accident, NTSB noted, the engineer was operating the brakes "in the snowbrake mode." This keeps the brakeshoe in light contact with the wheel at all times so that ice does not build up on the wheel or shoe.

The problem is that "during prolonged operation of the snowbrake, there is no provision for compensation of brakeshoe wear. Such operation will result in a gradual loss of brake pressure and a complete loss of braking capability upon application of normal brakes." This "loss of braking was a primary factor in this accident," the board maintained.

EFFORTS by die-hard foes of the Baltimore, Md., subway project to halt further construction failed—in the Maryland Senate by a 2-vote margin—to derail the $721 million program, according to news received from John G. McDade and James Russo, both of Baltimore. Already well under way is the first portion of the system, an 8-mile route from Charles Center in the downtown area northwesterly to Reisertown Road. This line will include 4.5 miles of subway, 2.5 miles of elevated track, and the remainder on the surface. There will be nine stations and a yard at the outer end.

Before the final vote, much debate centered on the cost of finishing the job as opposed to terminating it after so much work has been done already. To date, the state has spent $144 million on it, but the price of stopping the construction now would be around $160 million. According to opponents, such reasoning failed to consider the still undetermined cost of subsidizing the line once it is completed. The 8-mile stretch is expected to be the first element in a mass transit system that, years from now, will serve the whole Baltimore metropolitan region. Present plans call for heavy, not light, rail transit.

ONE OF THE TWO remaining trolley car barns in Portland, Ore., the one at Burnside has won tentative historic status by the Portland Historical Landmark Commission. The building, located at 2706 N.E. Couch Street, was erected in the early 1900s. The other car barn in the area is at Sellwood. A developer plans to convert its interior for office space.

Across the continent, in Maine's

Portland, one of the last remnants of trolley days—the old Portland Railroad power plant at Forest Avenue and Marginal Way, has been demolished. Built in 1912, the 3-story building was later used as a transformer station connected with the South Portland power plant. In recent years, vandals have broken almost every window.

A RECENT WEDDING in Chicago was unusual, its only conventional aspect being a church ceremony. The bride and groom, Arlene Datu and Dan Kane, both employes of Chicago Transit Authority, held their reception aboard a CTA train consisting of two old 4000-series cars taking 170 guests on a 2-hour tour of the Lake Street line, around the Loop, north to Howard Street terminal, and back to the starting point in Oak Park. A second train carried additional guests and the refreshments.

Dan is the CTA's management coordinator. His bride is a former CTA news writer. For them the ride was a sentimental journey.

"We met in a CTA orientation program," says the bridegroom. "It was a field trip showing employes the area. A lot of the tour was on els and buses. That's when we really got to know each other."

CTA weddings are a bit out of the ordinary. Most charters are for railfan groups, says Tom Buck, CTA public relations chief. Route and destination are up to the group. Charters are scheduled in non-rush times, mostly on weekends.

Buck says a four-hour ride with two cars will cost about $300; with four cars, $400; six cars, $500. For an eight-hour trip the cost will average $450 for two cars, $600 for four cars, and $750 for six cars. The Kanes' reception cost $730. Thanks to Dave Nelson for this news.

AMTRAK is so satisfied with the Swedish-built Rc4a electric locomotive it tested last year on the Northeast Corridor that it is buying eight of them from EMD for a total of $22 million. The delivery date is set for December, 1979. EMD is U.S. licensee for electric locomotive technology patents owned by the Swedish firm of ASEA, Inc.

These eight units are the first part of an order that will eventually total 30, replacing old GG-1 units still in service. The new units have more power and a higher speed than the unit tested last year, according to *Spike & Tie,* publication of Blackhawk Chapter of NRHS, P.O. Box 923, Joliet, Ill. 60431.

THE TRAMWAY MUSEUM in the English town of Crich is asking North American railfans for help in adding to their collection of British tramway films. Those taken in Britain more than 20 years ago are especially needed. The museum asks only for a copy of the original be made available for its archives. Any size except 8mm is needed. Contact Roger Benton at The Tramway Museum, Crich, Matlock, Derbyshire, DE4 5DP, England.

Incidentally, this museum has published a 16-page brochure on its line and cars, illustrated with some of the finest color photography of its kind.

AFTER the Bamberger Railroad discontinued its interurban service in 1952, the bodies of the five lightweight interurban cars it had purchased from the Fonda, Johnstown & Gloversville for service during World War II were sold to the Unah Pickle Co. for use in housing migrant farm workers. These cars, Nos. 125-129, had been built in 1931 by Brill.

In 1971 the car bodies were put up for sale. Orange Empire Trolley Museum bought the one for No. 127, along with parts from the other four. No. 127 is presently waiting its turn to go into the museum shops for restoration to operating condition.

According to *Spike & Tie,* the remaining car bodies have since been sold to the Trolley Square developers at Salt Lake City. They are being restored as static exhibits, along with many other old car bodies. Restoration is done at the former car shops of the Utah Light & Traction Co. in Salt Lake City.

Spike & Tie also reports that ICG's new Highliner II double-deck m.u. cars will be delivered shortly. Their arrival will mean the retirement of the last of the 1926 old green suburban cars on the Illinois Central Gulf suburban lines out of Chicago.

Southbound TTC Spadina train approaching Eglinton West station on Jan. 28, 1978. Spadina subway is a new 6.5-mile line costing $211 million with an expected 12 million annual riders over route.

Underground TTC loop at St. Clair West station on Feb. 15, 1978

NATIONAL ASSOCIATION of Railroad Passengers protested in a recent issue of its *News* that blatant discrimination against existing commuter rail and rapid transit systems is a key problem in highway transit legislation proposed by the Carter Administration.

Traditionally, the Urban Mass Transportation Administration has made sure that substantial Federal capital funds were available for rail system improvements including rolling stock replacement. This has been accomplished because the "Sec. 3" capital grants program is "discretionary," meaning that UMTA officials can distribute the money to applicants as they see fit.

The Carter/Adams plan, however, would tie this money to aformula based mainly on population density and only secondary on ridership. (Transit ridership has never been the primary basis for a formula because of the political unpopularity of guaranteeing so much money to New York City.)

The Administration may respond to our criticism by arguing that the President proposes increased flexibility regarding the use of certain highway funds. But the likelihood in many instances is that established highway interests would maintain control of "their" funds and leave the rail commuter out in the cold.

Congress should be urged to increase the amount of money available under Section 3 so that adequate discretionary funds will be available for the rail cities. Rail cars are more expensive to replace than are buses—but their life expentancy is more than twice as long. And the inherent attractiveness of rail must have something to do with the fact that "rail cities" are high ridership cities.

Interestingly, many of BART'S mistakes were repeated in Washington where cars were bought from the same manufacturer. They break down in Washington, too, though not as often as in the Bay area. Even worse, however, is the growing suspicion that Washington, an area of low population density, really didn't need a subway, the most expensive form of public transportation.

Experts now believe that Washington's bus and streetcar systems could have been upgraded to do the job at a fraction of the $7 billion that will be needed to finish Metro. It already is the country's costliest single public works project.

The moral of all this is clear: If local officials have to use their own funds for transit systems, they will choose a simple one that may even work. But if Uncle picks up most of the bill, they will opt for the latest thing, a monument to their own egos.

ADDING to BART'S troubles, a two-month strike of bus drivers in the East Bay added 25,000 daily riders to the already crowded trains. Once the strike was over, BART directors, in a gesture of what one newspaper called "repentance," announced that everyone could have free rides on one day the following week. Despite the free rides, BART trains are said not to have been exceptionally crowded on the day of free trips, given at an estimated revenue loss of $100,000.

BART's problems have included a rather unusual one caused by its ultra-modern and automated fare-collection devices. This was discovered by Ed Arnow, newsman for a local TV station, who was approached by a youngster offering a $5 ticket for $3. Ed learned that at two machines in the central Berkeley station all you had to do was put any BART ticket, even one costing 25 cents, into the slot where you are supposed to put a $5 bill and it would issue a new $5 ticket.

On learning this, BART had agents check all of its 600-plus ticket machines in the 34 stations along the 75-mile system. They found five defective machines, which were promptly repaired. Apparently the days of extra cheap fares are now gone.

CONTINUE SENDING transit news and electric-line books for review to Steve Maguire, Box 51, Belmar, N.J. 07719. ●

Next Month

Rogers E.M. Whitaker, author and *Interesting Railfan,* who has ridden more rail-passenger miles than any other human being, will have an illustrated feature article in August *Railroad Magazine* recalling his 72 years of eating in dining cars.

INFORMATION BOOTH

ASK BARBARA. **Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 150 East 58th Street, New York, N.Y. 10022. No questions will be answered by mail or telephone.**

1. What type of freight car has recently been banned?

The Department of Transportation, responding to recent derailments, including a fatal tank-car explosion, has forbidden the carrying of hazardous materials in freight cars with high-carbon wheels. The order also prohibits the railroads, after June 30th, from incorporating any cars with such wheels in trains that might be hauling dangerous loads in other cars. The order set the end of the year as the deadline for removing all 100,000 high-carbon wheels now used for the nation's rail freight. It is estimated that these wheels are owned by 50 railroads, two-thirds of the wheels belonging to the Family Lines.

Association of American Railroads said that high-carbon wheels represented less than one-half percent of all freight wheels now used in this country. Their carbon content is about 1 percent of the total, as against 0.75 percent of carbon for conventional freight wheels. But the difference was enough, according to the analysis that led to their manufacture, to lengthen their life. Evidently abnormal heat weakens them. The wheels, which apparently are not on passenger trains, were turned out by Abex Corp.

2. What was the high point in Southern Pacific passenger steam power?

That's easy. The GS-4 marked the peak. These engines, Nos. 4430-4457, with 80" drivers and 300 lbs. boiler pressure, could develop 5,500 hp at 55 mph and were cross-counterbalanced for a maximum speed of 110 mph. The GS-4's, except for the cab-forwards, were the first to utilize all-weather cabs. A new device applied to these engines was the rotating Mars signal light, installed above the regular road headlight on the smokebox front.

Lima delivered 4430-4449 (latter of American Freedom train fame) in April and May, 1941. Nos. 4450-4457 arrived in March a year later. The 4's primarily hauled passenger trains on the Coastal and Sunset routes. The only exception being 4431, which after a brief fling on the Southern District, was transferred permanently in 1942 to the Shasta Route on the Northern District. She kept her Daylight colors for a time, but when she found a home there was painted regular locomotive black.

3. When was the new Richmond, Va., station opened?

On the day the old Broad St. Terminal closed, Nov. 15, 1975, Amtrak's train 82, led by locomotive 635, was the first to use the new facilities, minutes after the 11 a.m. dedication ceremonies on Staples Mill Rd. at Greendale, Va., along the RF&P about 4 miles north of the old station. The new one cost $1.8 million.

4. What was the railroad packet line?

Ground was first broken for the Union Pacific on the west side of the Missouri River near Omaha on Dec. 2, 1863. Since Council Bluffs was without a railroad connection from the East until the arrival of the Chicago & North Western on Jan. 22, 1867, construction material came up the river from St. Joseph by boat. The first locomotives arrived by rail to St. Joseph, thence upstream to Omaha. As railroads built westward across Iowa, some supplies were carted from the advancing railheads to Council Bluffs and ferried across the river to Omaha. During this early period, the UP had a fleet of steamboats known as the Railroad Packet Line. Among them were the *Metamora, Colorado,* and *Denver,* plus scows and ferries.

5. Want words to the poem "Como, on the DSP&P."

You must mean "Como, on the DL&G," by Charles C. Squires, a friend of the DSP&P expert Mac Poor. Charlie was no stranger to Como, Colo., during its railroading days.

I knew a little mountain town
on a railroad long ago,
'Twas where they had headquarters
in this little town of Como.
It snuggled close against a hill,
by the famous old South Park;
Its winters were a nightmare,
but its summertime a lark.

It stood almost 10,000 feet,
near the base of "Silverheads,"
(Named for a generous dance-hall girl
that gave many a poor man fun).
I've ben in that little station
with the line all blocked with snow;
The only way to reach that place,
through their telegraph called "MO."

And at that time they'd call just once,
when agent Litchenheld would tap,
"I I, MO," the rotary's called,
we're still upon the map.
I've spent many pleasant moments
with the railroad boys up there,
And seen that railroad dining-room
serving meals to every chair.

When tied up by a slide or snow
to that point all men would ride,
It mattered not your "class" just then;
all labored side by side.
I've faced a slide with depth sixty feet
with hand shovel "number two"
And next to me the superintendent
with a shovel did his due.

When I recall the old South Park,
there's a pain down near my heart,
As I think of each man (most, passed on)
and the road all torn apart.
Now our old town of Como
it is in the "ghost town" now,
Like "Al" its agent, "passed beyond,"
last answered, "I, I MO."

6. What is a steam traced siphon on a tank car?

A vertically oriented looping heater coil which runs parallel to the siphon pipe to provide for its heating. In cars equipped with steam loop risers, one leg of the riser may be positioned so that it follows or traces the siphon pipe thus obviating any requirement for installation of a separate steam tracer.

7. Tell me about Rock Island's crack passenger diesels Alco turned out just before WW2.

American Locomotive Co. delivered two Alco-GE 2000-hp road passenger engines for service about 1940 on *Arizona Limited* running between Chicago and Tucumcari, Ariz. Each loco was powered by two 1,000-hp Alco turbocharged diesel engines and equipped with electric generating traction and control equipment built by General Electric Co. Having six-wheel trucks and designed for a maximum speed of 120 mph, they weighed 330,000 lbs., with a starting tractive force, at 24 percent adhesion, of 53,000 lbs. Anyone know how long they lasted?

8. Which was North America's first international railroad?

The Grand Trunk, when it completed its final link in July, 1853, on the to be highly popular line between Montreal, Que., and Portland, Maine. One of the

biggest celebrations of the 125th anniversary this year will be staged by Island Pond (Vt.) Historical Society, Inc., July 14-16. This New England "Northeast Kingdom" town will have two festive days honoring the GT for establishing Island Pond as its midway terminal. Railfans and historians riding on the Grand Trunk in steam days well remember the large rail facilities. Each year a much-anticipated fall rail journey between Portland, Maine, and Island Pond is run by RRE's Portland Division, the 470 Railroad Club.

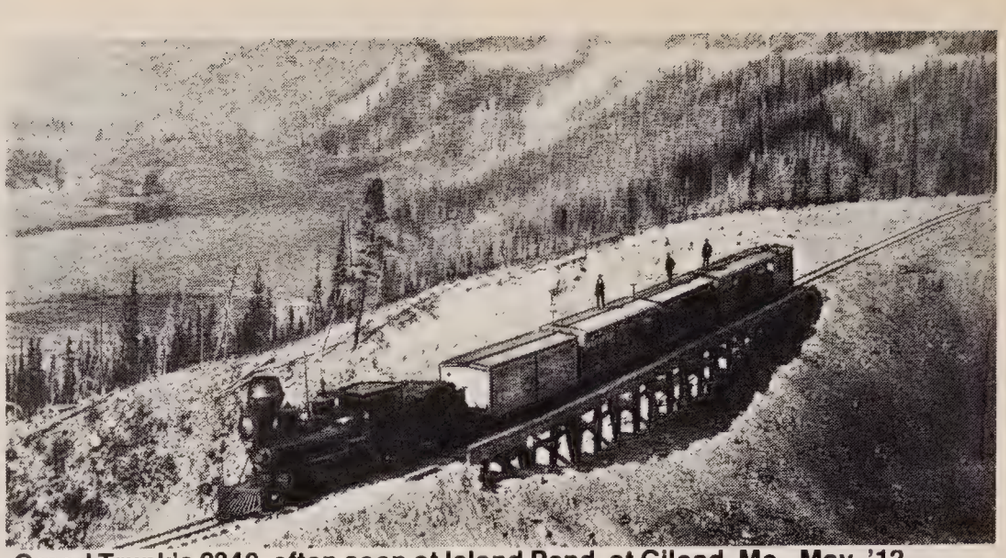
9. Brief history wanted of Great Northern's *Oriental Limited.*

This once great train dates back to the empire-building days of James J. Hill, when this fast service to the ports of the Pacific Northwest set up an important link with the rich trade of the Orient. The first *Oriental* began its run between St. Paul and the State of Washington in 1905, and in 1909 was extended to Chicago. In 1924 came inaugural of the *New Oriental Limited,* at that time one of the finest trains in the U.S., which remained in service until 1931. Then on Feb. 23, 1947, a proud name in Western railroading, the reborn *Oriental Limited* was emblazoned again on GN trains running between Chicago and Seattle for many years. Today, not only is there no *Oriental Limited,* but the names of the Great Northern Railroad itself has slipped down the corridor of time.

10. What was the CNO&TP?

This was the Cincinnati, New Orleans & Texas Pacific Ry., chartered Oct. 8, 1881. Four days later it leased the Cincinnati Southern Ry. (Cincinnati to Chattanooga, 335.92 miles) for 25 years. The CS was built by the City of Cincinnati under the direction of a court-appointed board of five trustees by virtue of an Act of the General Assembly of Ohio of May 4, 1869, and was completed to Chattanooga on Feb. 12, 1880. The city paid for construction by issuing municipal bonds; the cost being $18,491,964.46. The road went into receivership March 19, 1893, at which time 51 percent of the stock was held by Alabama Great Southern Ry. Co. and Alabama, New Orleans, Texas & Pacific Junction Ry. Co., Ltd., of London, England. Under an agreement of May, 1895, it was reported that a controlling interest in the company's capital stock was owned jointly by the Southern and the Cincinnati, Hamilton & Dayton. Thanks to Ed Gardner for the info.

11. My husband was a Monon brakeman. Do widows get cost-of-living increases in their annuities?



Grand Trunk's 2349, often seen at Island Pond, at Gilead, Me., May, '12.
Collection of Gorton T. H. Wilbur

Yes. Since the survivor formula generally provides 130 percent of the amount Social Security would pay on the basis of the deceased employee's combined railroad and Social Security earnings, most survivor annuities rise with Social Security benefits. However, individuals who get both railroad retirement and Social Security benefits do not receive a duplicate cost-of-living increase in both benefits.

12. Which ten roads comprised the original New York Central?

They were Albany & Schenectady; Schenectady & Troy, chartered in 1836 and opened in 1842; Utica & Schenectady, chartered in 1836 and opened in 1839; Syracuse & Utica Direct, chartered in 1853; Rochester & Syracuse, a consolidation of the Auburn & Rochester (1836) and the Auburn & Syracuse (1834); Buffalo & Rochester, a consolidation of the Tonawanda (1832) and the Attica & Buffalo (1836); Rochester, Lockport & Niagara Falls, organized in 1850, and the Buffalo & Lockport, chartered in 1852 and opened in 1854. This merger gave the New York Central a continuous line of railway from Albany to Buffalo.

13. Who got the first sleeping-car patent?

T.T. Woodruff, master carbuilder of the Terre Haute & Alton, on Dec. 2, 1856. Woodruff signed a contract with the Illinois Central and the Galena & Chicago Union in 1858 for the operation of Woodruff sleeping-cars between Chicago and Dunleith, Miss.

14. Name electric lines operating in Minnesota and Wisconsin at end of WW2?

Minnesota: Minneapolis, Anoka & Cuyana Range, the Minneapolis Filtration Plant Ry., and Twin City Rapid Transit. *Wisconsin:* Chicago, North Shore & Milwaukee, City of East Troy, Milwaukee Electric Ry. & Transport, Mississippi Valley Public Service, and Wisconsin Power & Light.

15. What's the farthest west in Europe reached by rail?

Cascais, about 18 miles west of Lisbon, Portugal. Previously this honor went to Valencia Harbor, Ireland, the end of the 5 ft. 3 in. gage branch of the Great Southern & Western Ry. from Killorglin, opened Sept. 12, 1893, and to Dingle, the terminus of the 3 ft. gage Tralee & Dingle Ry., opened March 31, 1891, both in County Kerry and now abandoned.

Running Extra

B.F. ALABASTRO asked for details of the triple train wreck on the New York Central at Conneaut, Ohio, on March 27, 1953. A good writeup on this wreck was published in *Down Brakes,* a history of railway accidents, safety precautions, and operating practices in the U.S., by Robert E. Shaw (Macmillan, London, 1961). The lead diesel units on the two passenger trains were EMD E-7 units 4003 and 4020. After the wreck they were rebuilt with E-8 style car bodies, which distinguished them from other units in the series.—Charles M. Smith, 3 Princeton Rd., Strafford-Wayne, Pa. 19087. (*Ed. Note:* Charlie is chairman of N.Y. Chapter, R&LHS, and chairman of New York Central System Historical Society, Inc.)

WHAT IS the purpose of the Lehigh Valley locomotive front coupler being in the down position, as painted by Victor Westman on your Jan. '78 front cover?—R.J. King, 3466 February Dr., Cincinnati, Ohio 45289.

ANYONE HAVE rosters of Soo Line, Milwaukee Road, and Chicago & North Western? If for sale, name price. What was the strongest and longest diesel

engine ever built, including horse power, builder, and weight?—Rick Riedel, 746 Winneconne Ave., Neenah, Wis. 54956.

I WANT INFO on the Cocheco, later the Dover & Winnipesseogee R.R., and the Dover & Portsmouth R.R.—Peter Fisher, Box 59H, Orr's Island, Me.

RE. QUERY in Dec. '77 issue, most mainline rail installed today weighs 120 to 130 lbs. per yard. The old Pennsy had the heaviest rail (152 lbs.) on portions of its Chicago-New York mainline. A "good roadbed" comprises properly leveled and gaged rail, secured to ties at least 8½ feet long, space 21 inches on center, laid on 18 to 24 inches of ballast (limestone or slug) on a properly graded and adequately drained sub-roadbed.—John W. Rapoza, (SP locomotive engineer) P.O. Box 472, Alta Loma, Calif. 91701.

I WANT SHORT histories and any info on terminal and belt line type railroads with their old steam rosters.—Cecil Church, 216 Rideau Terrace, Apt. 6, Ottawa, Ont., Canada K1M 0Z2.

WHO HAS info on Louisville & Nashville's first diesel-electrics?—Darrell Thompson, Rte. 5, Box 165, Hartelle, Ala. 35640.

I'M LOOKING FOR material on NCO Ry. that ran between Reno, Nev., and Lakeview, Ore.—Joseph F. Yoakum, 520 7th North, Springfield, Ore. 97477.

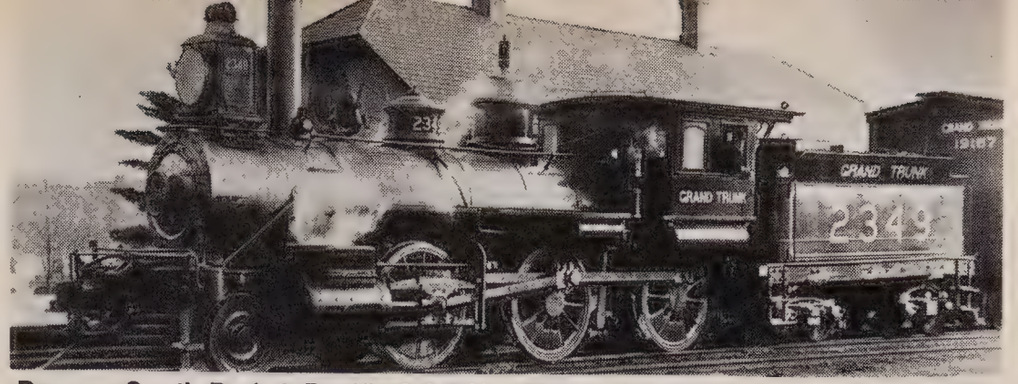
WHERE CAN I get the book *Cotton Belt Locomotives,* by Strapac?—J. Marr, 3418 So. Beckley Ave., Dallas, Texas 75224.

AFTER the failure of P&T Collins, Philadelphia, Pa., contractors, in their attempt to build the Madeira-Mamore R.R. in Amazon jungle in Brazil in 1878-80, did they go out of business? Were any books ever published on the Madeira-Namore?—Weber Monteiro Accioli, vice president, A.B.P.E.-VIP, Rua Mathias Cardoso, 791, 04581 Sao Paulo-SF-Brazil, South America.

INFO WANTED on new engine models turned out by EMD, GE, and Alco from 1973-'77. Also electric locos.—Laurence Sandfoss, Jr., Box 106A River Rd., Mehbourne, Ky. 41059.

WHICH PENNSY GG-1 had a 40th anniversary plaque on its engineer's side?—E.W. Ross, 1426 46th St., North Bergen, N.J. 07047.

I HAVE SMALL brass button from passenger brakeman's vest with silhouette of 4-6-0 and initials SO&CO. Anyone know? Any offers?—R.C. Brittin, 47 Gray St., Amherst, Mass. 01002.



Denver, South Park & Pacific 2-8-0 No. 217 on the spectacular narrow-gage run on Boreas Pass above Breckenridge, northwest of Como, about 1890.

Collection of R. H. Kindig

I WANT HISTORY and other info of Central of Georgia's Chattanooga Div.—Scotty Long, Rte. 1, Box 244, Bremen, Ga. 30110.

I HAVE a postcard photo of badly rusted Tampa & Gulf Coast 4-4-0. Who has T&GC info?—A.R. Gillespie, 2725 Grindley, Dearborn, Mich. 48124.

WHERE can I get copies of the *Peoples Railway Guide,* published semi-monthly by C.S. Pease, Albany, N.Y., in 1890s and early 1900s?—E. Buel, Wharton Valley Railroad Museum, North Star Rte., Burlington Flatts, N.Y.

WHO KNOWS whether or not any Pennsy Santa Fe 2-10-2's, class N-1s, N-2s, and N-2sA, or PRR Mikes class L-1s and L-2s have survived. Where?—Daniel E. O'Shea, Jr., "The Crying Brakeman," 307 Southwest Ae., Greensburg, Pa.

RE. WILLIAM MAIER query on Brooklyn trolley turnaround issue, I was born in Brooklyn and made many trips to Bergen Beach at end of Flatbush Ave. line. I can't remember any turn at Flatbush and Nostrand avenues. Nostrand Ave. cars switched back on north side of Flatbush Ave. during the days of double-enders. After the Peter Witts came in, they wyed on and off Flatbush Ave. A turnaround at Prospect Park was used by the Tompkins Ave. and Lorimer St. lines. This was just above the Prospect Park station of the Brighton line and just south of the scene of the Malbone St. wreck. This turnaround was demolished about the time the subway line was built in Manhattan.

After the demolition, the Tompkins and Lorimer cars came off. Malbone St. (now Empire Blvd.), turned north on Flatbush and switched back on the auxiliary tracks between Prospect Park and the Botanic Garden. These tracks were used to store trolleys when there were ball games at Ebbets Field. For the space of almost a mile there were 4 tracks on Flatbush Ave. at that point.—A.W. Sellar, 6809 Seville Ave., Huntington Park, Calif. 90255.

WHEN AND WHERE did Jersey Central 583 lose her side rod? As the engine, shown in book *Train Wrecks,* had old-style number plate, it must have been years ago.—George R. Wohnus, retired CNJ steam engineer, Rte. 1, Lowman, N.Y. 14861.

RECORDING of song *Wreck of the Royal Palm* is on two different albums in my rail collection. One by Vernon Dalhart on VETCO LP-103, *Songs of the Railroads,* and by Clarence H. White on Library of Congress AFSL61, *Railroad Songs and Ballads.* The VETCO isn't very old. Any large record shop should carry it. The Library of Congress recordings also should be available, as it is one of their series on different U.S. occupational groups. Both are 331/3 LPs.—Bob Johnson, 2700 Joppa Rd., Baltimore, Md. 21234.

WHO CAN tell me what the CB&Q did with the first railroad mail car after the road acquired the Hannibal & Quincy? It was stored for many years at Havelock, along with CB&Q engine 35. My dad worked 49 years for the "Q," and I retired from the Burlington four years ago. Our combined years of service making almost 94 years.—Roscoe W. Roeder, 6200 L St., Lincoln, Neb. 68510.

WANTED: Globe for Pullman conductor's lantern.—J.D. Woodard, 517 Chickadee Dr., Apt. B, Little Rock, Ark.

TIM MANLEY, 6678 Dogtown Rd., Coulterville, Calif. 95311, buys railroad pocket watches, working or not.

SOMEONE tell me about the OBPA R.R.?—Matt Ward, Rte. 1, Potsdam, N.Y. 13676.

I NEED HELP in identifying the following modern roads: CCR, LT, LW, MD&W, WCTR, and DKS. Also info on Pearl River Valley Ry., Valdesota Southern, Manufacturers Ry. Co., and St. Lawrence Ry.—Alan Kramer, 25-03 Fair Lawn Ave., Apt.B, Fair Lawn, N.J. 07410. ●

HOBBY CLUB

conducted by Sy Reich

VACATION TIME in the Colorado Rockies is great for railfans. It's one of my favorite spots, too. For instance, how about the D&RGW scenic narrow-gage trip between Silverton and Durango in San Juan Los Animos country, or the run over the Cumbres & Toltec Scenic from Antonito through rugged country to Cumbres, N.M.

Near Denver, at Golden, is a must, the Colorado Railroad Museum made famous by *Interesting Railfan* Bob Richardson. You might check there as to the operating status of the Colorado Central N.G. Ry., Georgetown Loop R.R., High Country R.R., and Cripple Creek & Victor Narrow Gauge. And plan to ride one of the most spectacular rail trips anywhere, D&RGW's *Rio Grande Zephyr,* out of Denver to at least Glenwood Springs, or Grand Jct. I prefer the roundtrip, Denver to Salt Lake. Terrific!

This July, Denver on July 8 and 9 will be the scene of an encore on last year's successful Intermountain-NRHS Railfair led by Dick Luckin. It's Railfair '78 and just has to be the most complete Rocky Mountain railfan appeal show this summer. Among the exhibitors will be Amtrak, Burlington Northern, Mobile Post Office Society, Colorado Railroad Museum, Colorado Live Steamers, NARP, RTD, GW 75 Railroad Co., Denver Public Library, Western History Department, Denver area "N" Scale Club, Rocky Mountain Railroad Club, and local area publishing houses, plus other exhibits. There will be a photo contest, railroad movies, and door prizes. Donation $1 for adults, 75¢ for senior citizens, and 50¢ for kids under 12—at Jefferson County Fairgrounds on Sat., 9 a.m.-7 p.m., and Sun., 10 a.m.-4 p.m.

AMONG the little-known scenic areas of New England, Vermont's Northeast Kingdom, will be the location at Island Pond, July 14-16, of a two-day grand celebration for the 125th anniversary of completion of the Grand Trunk Ry, the first international railway in North America—from Montreal, Que., to Portland, Me.,—and the establishment of Island Pond as its midway terminal. Spearheading the fete is the Island Pond Historical Society, headed by president John Carbonneau and chairman Francis Manning.

The program isn't finalized as we go to press, but what I've seen of preliminary plans with a parade, bands, floats, exhibits, suppers, top rail speakers, etc., it should make a very pleasant visit into northern New England this summer. On your way, you might want to drop in at Steamtown at Riverside, Vt., just north of Bellows Falls, and get the latest scoop as to whether Steamtown intends to stay put, or move to a new site. All we hear are rumors. Maybe you can nail them down.

For years the pleasant town of Island Pond has been the turnaround point of the popular autumnal railfan trip of Jerry Angier's Portland. RRE 470 Club. Again this fall, GT diesels will do the hauling while CN coaches carry railfans up through the mountains to this former Grand Trunk steam bastion. Might be a good idea to contact Jerry, although it seems a bit early, to make sure you're on the ticket list. Later, the line is way around the corner. That's Gilman Angier, Jr., 79 Hillside Ave., South Portland, Me. 04106.

THE DIXIE railfan clubs' laments are loud, and rightfully so, about the possible termination of Southern Railway's *Southern Crescent.* ICC has given the name-train added life, but not much, until early August. Hopefully, if Brother Dominic can work a miracle here, the doom and gloom, following Amtrak's turndown recently of their operating the train, might be lifted by a happy solution. While we should be thankful for little things, and even a short extension of *Southern Crescent* life should be appreciated, it makes us all aware that the patient's case could be terminal. Unless a miracle drug comes along, we'll lose an old friend.

BILL TOMPKINS, a member of R&LHS and NRHS, 70 Hampton Way East, Fresno, Calif. 93704, writes that our piece in March issue about California railroads didn't include Rudy Stauffer's Yosemite Mt.-Sugar Pine R.R. Rudy is a member and one of the founding fathers of Central Sierra Chapter-NRHS. As a result, we all enjoy assorted privileges making for a good chapter. The railroad is located on Highway 41 about two miles south of Fish Camp, Calif., just south of Yosemite National Park. Bill and the gang at Central Sierra would welcome new members. Anyone who has been there can attest that the Yosemite area is beautiful. And a railroad to ride, too.

Bill says club projects can be anything from restoring passenger cars to moving NP 2435, a Prairire type, from where she sat for 20 years in a zoo, across two blocks of streets and back on ex-NP rails to the museum. All members receive the club newsletter, about 8 pages of glossy paper loaded with pix and info on members, trips, etc. Memberships are all for the calendar (pro-rated quarterly) as follows: voting $8, associate (outside Twin Ports area), $5, and junior (under 15) $3.

For more info or membership write to Lake Superior Transportation Club, 506 W. Michigan St., Duluth, Minn. 55802. If you happen to be in Duluth this summer, don't miss visiting the museum. It's open from 10 a.m.-5 p.m. Monday through Saturday, and noon-5 p.m., Sunday, June through September; and weekends only, October through May.

CANADIAN RAILFANS report that we are right in our fear that this is the last year of Canadian Pacific's *Princess Patricia.* First *CP Rail News* confirmed this sad news, followed up by letters, and then a note in 20th Century Railroad Club's *The Fast Mail.* The retirement of the *Princess Pat* this year, following the end of its summer roundtrip cruise between British Columbia and Alaska, is very real. The ship's earnings have declined in recent years. Future operation could be uneconomic, with the expensive upgrading needed to meet U.S. anti-pollution standards, effective next year.

The graceful ship is now in the first stage of making 18 trips before being "finished with engines." Among the many who come to mind as having spent happy hours on the *Princess Pat* are Bill Huber, the Squire of Sag Harbor, N.Y., and his wife Gretchen; also George and Emma Basch, and Marty Klein of R&LHS's New York Chapter. When the beautiful twin-funnelled ship arrived at Skagway, ahead lay the up over the mountains roundtrip on the White Pass & Yukon Route into the Yukon at Lake Bennett and Carcross, a fabulous rail engineering job. And you who have ridden this line know what I mean. Another "happier days" experience being taken away.

MIDWESTERN RAIL ASSN., INC., Box 1855, Winnipeg, Man., Canada R3C 3R1, is a very active group that many should know more about. Bob Bye of the Stephen, Minn., Centennial Committee tells us of a trip coming off on July 1. It's a special Centennial Train commemorating 100 years of rail service between Winnipeg and St. Paul, Minn., running roundtrip over

CPR and BN between Winnipeg and Stephen, and sponsored jointly by Midwestern Rail Assn. and the Stephen Centennial Committee. Send SSE for info to Bob at Box 41, Stephen, Minn. 56757, or Midwestern Rail. The MRA membership costs $5 annually for youths, associate membership $10 per year, regular $15, and family $25. A monthly newsletter, *The Milepost,* goes with membership.

Through the courtesy of Canadian National Railways, the Association was able to buy the ex-Northern Pacific & Manitoba Ry. depot at Miami, Man., some 70 miles southwest of Winnipeg. The station was built and opened for service in 1889 and has changed little over the years. The old structure, combined with the water tower, toolhouse, and privy retains the atmosphere of early days. Since its purchase the station has been renovated into a typical early Western Canadian rural depot. It has been furnished as a museum dedicated to the life of the country station agent and his relationship to the community. The depot is open to the public on Saturday and Sunday afternoons all summer or by appointment.

Other MRA activities include recording and cataloging oral histories, collection and cataloging of archival materials, restoration of artifacts, developing photographic and map libraries, writing and publishing rail-oriented history pamphlets and booklets, rail excursions, and setting up affiliated chapters in Western Canada.

This is a railfan trip of years ago on the Yosemite Valley Railroad run several miles north of Rudy Stauffer's present Yosemite Mt.-Sugar Pine.

Gerald M. Best, 511 North Sierra Dr., Beverly Hills, Calif. 90210

ANOTHER ACTIVE railfan organization—not very far from Winnipeg—is the Lake Superior Transportation Club at Duluth, Minn., with Mark Olson as veep, 707 4th St., Proctor, Minn. 55810. Mark tells us that his club, the LSTC, is directly connected with the Lake Superior Museum of Transportation and Industry at Duluth. Housed in the museum are the *Minnetonka,* the *William Crooks,* Milwaukee Road's boxcab electric 10200, DM&IR 2-8-8-4 No. 227, and the oldest existing rotary snow plow, NP 2, among other items.

With season of live steamers at hand, here's a little gal too close to engine's piercing whistle shriek. Note spoon on tender used as coal shovel.

Photograph by Douglas Grundy

AN INTERESTING HOBBY we haven't heard too much from are the live-steamers. An old pal of ours, Hock Patch from Clinton, Conn., makes it a point to tell us about attending one of these meets after the meet had taken place. If we had known about it beforehand, we'd have been glad to mention the live-steamer group and where the meet would be held.

Bud Novy, chairman of the Illinois Live Steamers membership committee, says his group has openings for new members. Tracks are complete in 3½", 4¾", and 7½" gage. Diesels and electrics are welcome. Contact Bud at 724 Suffolk Ave., Westchester, Ill. 60153, or call him at (312) 343-0780.

ONE OF OUR favorite roads was the old Wabash; and now John Nixon, 6009 S. 73rd E. Ave., Tulsa, Okla. 74145, stokes up the fires by writing that he is in process of reorganizing the Wabash Railroad Historical Society. One of its aims is preserving information, both historical and technical, about the Wabash Railroad. Presently John is producing a monthly newsletter, *The Wabash Flag,* as a means of communication between the members. Dues are minimal—one 13¢ stamp per issue of

the newsletter. I've seen a copy of the newsletter and John does a nice job.

WE UNDERSTAND there are still some Jimmie Rodgers cachets left after the official stamp issuance day in Meridian, Miss., on May 24. The price of $2 includes the cancelled stamp and a copy of the official first-day program. The memorial cachet depicts Jimmie in a "thumbs-up" pose, and a steam train in the background. John Skelton president of the Jimmie Rodgers Memorial Festival, says his group feels the $2 price is reasonable because the cachet comes directly from Meridian, home of the late Jimmie, "Father of Country Music." Cachets may be addressed and mailed to those ordering them, or mailed plain or addressed in a separate envelope. Specify which you desire to Jimmie Rodgers Memorial Festival, P.O. Box 1928, Meridian, Miss. 39301.

WARREN KIMBALL's Mobile Post Office Society newsletter, *Transit Postmark Collector,* mentions a history of railway mail service, a monograph originally published in 1903 by the Columbian Correspondence College, Washington, D.C. It's made up of three parts, consisting of the post office from the beginning, with 4 chapters on the origin and growth of the p.o., 8 chapters on the origin and growth of the railway in the stagecoach era, first mention of railways, early mail contracts, first decade of the railroad 1835-1845, telegraph and the railroad in full swing, distributing post office, and the RMS after 1860. The daily life of a railway mail clerk has two chapters. It's a 36 page 8½x11" paperbound monograph selling for $2.50. Order from Edwin B. Berman, secretary of MPOS, 5030 Aspen Dr., Omaha, Neb. 68157.

WITH hot weather here, I came across a cooling item from the Rochester, N.Y., *Times-Union,* and with it thoughts of Charlie Knoll and the rest of the gang at Rochester-NRHS. The *Times-Union* said in late winter that Rochester had been lucky to get 154.4 inches of snow last winter and now was not the time to stop. In an editorial entitled "7.3 Inches More Snow, Please," the newspaper came out in favor of breaking the city record.

"Having endured a cold, stormy winter to this point, why not 'go for broke' and participate in a high point of Rochester history?" The *Times-Union* asked. Was the record broken? Anyone missing? How about Arlene Koscianski, Rand Warner, and Bill Gordon? ●

BOOKS of the RAILS

by Gorton T.H. Wilbur

DECADE OF THE TRAINS the 1940s, by Don Ball, Jr., and Rogers E.M. Whitaker, 287 pages, 10x11", hardbound, photos, text, New York Graphic Society, $24.95. (Available from Railroad Magazine Book Service.)

This is a good rail team, Don Ball and "Frimbo," and their nostalgic subject is heavy rail travel in the 1940s, when even an old coffeepot stored in back of the roundhouse was given the full shop treatment and rushed into mainline war service, matching shoulders with newer and faster 4-8-2's, 4-8-4's, 4-6-4's, GG-1's, and the growing diesel fleet. Those were the poignant bittersweet 1-A days of your youth, memories of riding busy rails behind a loud talking steamer or a laboring growler to some distant wartime camp before shipping overseas. Those hectic war years during U.S. railroad's finest hours lie within the pages of this book.

What steam you remember in those early 1940s was well on its way into the twilight gate when you took off your uniform for the last time. However, Pennsy GG-1's would still be burnishing mainline steel for another 20 years; and while many wartime diesels were vanishing, other diesels were taking their place. But this was the last ten full years of steam. And we thought it would last forever. Remember?

TRAIN SHED CYCLOPEDIA, NO. 61: BOX, STOCK AND REEFERS (PART I) from the 1925 *Car Builders Cyclopedia,* 64 pages, softbound, 8¼x11½", reprinted from original edition, specs, scale drawings, pix, text matter, $4.50, published by Newton K. Gregg. (All these cyclopedias available from Railroad Magazine Book Service.)

TRAIN SHED CYCLOPEDIA, NO. 62: FLATS, GONDOLAS AND HOPPERS (PART 2) from the 1925 *Car Builders Cyclopedia,* 64 pages, softbound, 8¼x11½", reprinted from original edition, pix, specs, scale drawings, text matter, $4.50.

TRAIN SHED CYCLOPEDIA, NO. 63: DUMP CARS, TANKS, CABOOSES AND PASSENGERS (PART 3) from the 1925 *Car Builders Cyclopedia,* 64 pages, softbound, 8¼x11½", reprinted from original edition, specs, scale drawings, pix, text matter, $4.50.

THE ARCHITECTURE AND ENGINEERING OF AMTRAK'S WASHINGTON-NEW YORK CORRIDOR: A PICTORIAL HISTORY, by Earl P. Williams, Jr., 49 pages, 8¼x11", softbound, photos, text, Maryland Historical Press, $5.50. (Available from Railroad Magazine Book Service.)

Earl Williams adds dash and a first-hand touch to this book by going to where the action is on the railroad tracks and venturing into the mouths of tunnels and approaches to bridges to get his highly interesting, if only fair, shots of Amtrak's corridor between New York City and Washington, D.C. Every day thousands of people speed along this steel highway unaware of its history. They ride through tunnels built over a century ago; they pass intricate electrification systems evolved from experimentation that began in the mid 1890s. The days ahead will see some of the old landmarks disappear, but for 1978 there still remains much to see via Amtrak and the pages of this book.

BYGONE LIGHT RAILWAYS OF EUROPE, by Ole Winther Laurson, 154 pages, 5½x8½", hardbound, photos, text, The Oakwood Press, £3.50. (Available from Railroad Magazine Book Service.)

Laurson points out that during recent years a large number of small railways, mainly steam, have been closed all over Europe. Many persons who have traveled widely in Europe, or live there permanently, would like a few glimpses of what has been lost. This book was written to show some scenes, now living only in memory. It is by no means a detailed description of the railways mentioned, but shows samples of little lines in Denmark, Norway, Sweden, Germany, England, France, Spain, Holland, Austria, and Switzerland, now gone, but without much text. The photos are glossy and sharp, many hitherto unpublished. Steam scenes predominate, with some railcar action. Electric lines and tramways have been omitted, but could be the subject of a future Laurson book.

Journals and Periodicals

NATIONAL RAILWAY BULLETIN, edited by *Interesting Railfan* Wm. C. Wagner for the National Railway Historical Society, Box 2051, Philadelphia, Pa. 19103, is Vol. 43, No. 1, 1978. With a front-cover photo of the *Florida Special* doubleheading into the depot at Hollywood, Fla., in 1936 an interesting article by K.C. McDaniel, "Empire Building on the Florida East Coast," leads off this edition. One of the fine pix shows Pacific 148 at Jacksonville, Fla., in April, 1948. This 4-6-2, after several years in

tourist service in northern New Jersey, is due to renew operations next year on the Adirondack Railway in upstate New York. Other worth-while articles are Richard S. Simon's "The Clover Leaf Route," the colorful maverick that extended south from Toledo on Lake Erie, carrying with it grandiose dreams of a rail empire, now the Norfolk & Western's Toledo-St. Louis branch, and "Explosion on the Utica & Black River," by Richard F. Palmer. And Allan Vaughn has a good piece on The President's Page. The 1978 Pacific Northwest Convention is laid out by Ed Immel. NRHS members looking for back issues should send SSE for list, etc., to Paul T. Hee, 159 W. Julianna Dr., Churchville, Pa. 18966.

CANADIAN NATIONAL ELECTRIC LINES is edited and published by T.G.J. Gascoigne, Canadian National Electric Lines Historical Group, P.O. Box 565, Oshaway, Ont., Canada LKH 7L9. It covers the Oshaway Ry., the Niagara, St. Catharines & Toronto Ry., the Toronto Suburban Ry., the Toronto Eastern Electric Ry., the St. Clair Tunnel Co., the Montreal & Southern Counties Ry., the Mt. Royal Tunnel & Terminal Co., and Canadian National Transportation. Write Tom for price and when the next issue is due.

HEADLIGHTS is edited by Fred W. Schneider III and Howard White, P.O. Box 68, Lancaster, Pa. 17604, and published by Electric Railroaders Assn., 4 W. 40th St., New York, N.Y. 10018. *Headlights* is sent free to all ERA members (dues $10 per years plus $1 initiation fee). Subscriptions for non-members, $12 annually. Industry, $25 for 3 copies per month additional monthly copies $5 a year. Only public agencies and companies in the transportation field are eligible for industry subscriptions. Send foreign news and feature items to John F. Bromley, 716 The West Mail, Apt. 1007, Etobicoke, Ont., Canada M9C 4X6. All other editorial matter should go to Fred and Howard at Lancaster. Every issue is good reading. With each copy of *Headlights* is enclosed a good offset *Headlights News Journal,* a 12-page supplement edited by Dave Williams III. Dave does a nice job.

BULLETIN is edited by Whit Towers for the National Model Railroad Assn., Inc., 7061 Twin Oaks Dr., Suite E, Indianapolis, Ind. 46226. Address your comments to Whit at 171 S. Layton Dr., Los Angeles, Calif. 90049. All material for the Bulletin must be submitted 60 days before the month of publication. Unless your contribution is accompanied by sufficient postage, it will not be returned. The NMRA *Bulletin* is published monthly, with an additional special issue in January of odd-numbered years (next Jan. 1, for example). Annual NMRA dues are $10, of which $7.50 covers a subscription to the *Bulletin.* Single copies available at $1. Whit puts out a fine magazine with good articles well illustrated. For instance, in the April '78 issue, Bob Adams, the rail historian of Sherman Oaks, Calif., who is authoring a book on the Central New England, has a good piece, "Winsted's Quintuplets," about the early Winsted, Conn., depot days with the Conn. Western, Naugatuck, and, naturally, CNE, playing major roles.

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The books are available only by mail through Railroad Magazine Book Service, 150 East 58th Street, New York, N.Y. 10022.

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SHORT LINE ROSTERS

Compiled by Sy Reich

For the purpose of our rosters, a short line railroad is defined as a common carrier listed in the *Official Guide*, the *Pocket List of Railroad Officials*, of both, with a route length less than 400 miles. Locomotive builders: GM-EMD, General Motors-Electro Motive Division; GE, General Electric; BW, Baldwin-Westinghouse; BLHW, Baldwin-Lima-Hamilton-Westinghouse; Alco-GE, American Locomotive Co.-General Electric Co.; FM, Fairbanks Morse; GMD, General Motors Diesel Ltd., MC; MCGE, Montreal Locomotive Works-Canadian General Electric; Alco Pr., Alco Products; Alco, American Locomotive Co.

Interstate Railroad

Road Numbers	HP	Builder	Builder's Model	Wheel Arrngt.	Tractive Effort	Weight	Date	Notes
30-36	1600	Alco-GE	RS-3	B-B	60,400	241,700	1953	1
37	1600	Alco-GE	RS-3	B-B	60,400	241,700	1952	1, 2
38-39	1600	Alco Pr.	RS-3	B-B	60,400	241,700	1956	1
2330-2331	1500	GM-EMD	SW1500	B-B	41,700	254,000	1969	3
2877	2000	GM-EMD	GP38AC	B-B	56,400	247,160	1971	
3914	2250	GE	U23B	B-B	60,400	258,655	1973	
5053	2000	GM-EMD	GP38	B-B	54,700	247,370	1972	

Effective date: Nov. 14, 1977. Source of information: Southern Railway System. Units on present roster: 2331, 2877, 3914, 5053.

(1) The following units were sold to GE in trade for new power: 30 (5/28/74), 32 (6/10/74), 36 (6/22/74), 38 (4/26/74), 39 (6/10/74). The following units were sold to GM-EMD in trade for new power: 31 (6/29/76), 33 (8/9/76), 34 (1/16/74), 35 (6/29/76), 37 (3/23/70).

(2) 37 was originally Alco-GE demonstrator 1607, then Interstate 37.

(3) 2330 sold to Southern Rail Terminals of Alabama, renumbered 2330 (1975).

Iowa Terminal Railroad

20	150	GE	23-ton	B	11,500	46,000	1941	1
30	?	McG-Cum	Electric	B-B	17,500	70,000	10915	2
45	300	GE	43-ton	B-B	21,500	86,000	1939	3
50 (1st)	?	Okla Ry	Electric	B-B	35,000	140,000	1929	4
50 (2nd)	?	BW	Electric	B-B	25,000	100,000	1919	5
51	?	BW	Electric	B-B	25,000	100,000	1921	6
52 (1st)	500	BW	Electric	B-B	25,000	100,000	1919	7
52 (2nd)	?	BW	Electric	B-B	25,000	100,000	1928	8
53 (1st)	?	BW	Electric	B-B	25,000	100,000	1919	5
53 (2nd)	?	Texas Elec	Electric	B-B	27,500	110,000	1928	
954	?	BW	Electric	B-B	25,000	100,000	1923	21
60	?	BW	Electric	B-B	30,000	120,000	1917	10
61	?	BW	Electric	B-B	30,000	120,000	1917	11
62	400	BW	Electric	B-B	21,000	84,000	1907	12
65	470	GE	65-ton	B-B	32,500	130,000	1952	13
70	400	BW	Electric	B-B	24,000	96,000	1904	14
75	600	GE	70-ton	B-B	35,000	140,000	1947	15
76	600	GE	70-ton	B-B	35,000	140,000	1953	16
80	900	Preston	Electric	B-B	40,000	160,000	1921	17
8181	980	Preston	Electric	B-B	40,000	160,000	1921	18
82	980	Preston	Electric	B-B	40,000	160,000	1921	19
?	?	GE	Electric	B-B	32,500	130,000	1948	20

Effective date: Feb. 1976. Sources of information: Iowa Terminal, George R. Silcott. Units on present roster: 20, 50 (2nd), 51, 53 (2nd), 54, 60, 65, 75-76.

(1) 20 was originally Charles City Western 200 (2nd), then IT 20.

(2) 30 was originally CCW 300, then IT 30 (1964), then Midwest Old Settlers and Thrashers Assn. 30 (1/69), then Illinois Railroad Museum 30 (1972).

(3) 45 was originally Port Everglades Belt 300, then CCW 201 (1945), then IT 4½45, then sold to George R. Silcott and Whisler Equipment, then resold to Mound City Terminal, renumbered 1 (1967); then resold to Danville Industries, renumbered 5.

(4) 50 (1st) was originally Oklahoma Railway 600, then Mason City & Clear Lake ?, then IT 50 (1st) (1961), then scrapped.

(5) 50 (2nd) was originally Washington & Old Dominion 50, then Cedar Rapids & Iowa City 58 (1948), then Kansas City-Kaw Valley 507 (1956), then IT 53 (1st) (1961), then IT 50 (2nd).

(6) 51 was originally Northeast Oklahoma 4 (another source says 2), then CRANDIC 56 (another source says 57) (1940), then KC-KV 505 (1954), then IT 51 (1961).

(7) 52 (1st) was originally NEO 1, then CRANDIC 57 (another source says 56) (1940), then KC-KV 506 (1954), then IT 52 (1st) (1961), then destroyed by fire (11/67).

(8) 52 (2nd) was originally Southern Iowa 400, then IT 52 (2nd) (5/68).

(9) 53 (2nd) was originally Texas Electric 801, then CCW 303 (1949), then IT Charles City Division 53 (1964), then IT 53 (2nd) (1968).

(10) 60 was originally Youngstown & Ohio River 3, then Union Electric 80 (1933), then MC&CL 52 (1948), then IT 2 (1961), then IT 60.

(11) 61 was originally Y&OR 5, then UE 82 (1933), then MC&CL 53 (1948), then IT ? (1961), then IT 561, then scrapped (12/70).

(12) 62 was originally Galt, Preston & Hespeler 20, with 250 hp; then rebuilt as Grand River Railway 224; then sold to the IT, renumbered 62 (7/63), rebuilt to 600 volts.

(13) 65 was originally Hooker Electrochemical 4, then IT 65 (2/65).

(14) 70 was originally GP&H 10 at 240 hp, then GRR 222 (1919), then IT 70 (7/63).

(15) 75 was originally Marianna & Blountstown 75, then George R. Silcott and Whisler Equipment 75, then IT 75 (11/67).

(16) 76 was originally Tidewater Southern 743, then sold to Preston W. Duffy, then to George R. Silcott, then to the IT, renumbered 76 (1/69).

(17) 80 was originally GRR 226, then IT 80 (1/63).

(18) 81 was originally Lake Erie & SNorthern 337, then IT 81 (1/63).

(19) 82 was originally GRR 228, then IT 82 (7/63).

(20) ? was originally Kansas City Public Service 2, then Hutchinson & Northern 3 (3/59), then IT ?.

(21) 54 was originally Southern Iowa 400, then IT 54 (1968).

The Ironton Railroad

750	1000	BW	DS 4-4-1000	B-B	?	?	1948	1
751	1000	BW	DS 4-4-1000	B-B	58,750	235,000	1949	

Effective date: Jan. 1978. Sources of information: Ironton, Patapsco & Back Rivers. No units on present roster.

(1) 750 sold to the Patapsco & Back Rivers, renumbered 348 (1/65).

Iowa Transfer Railway

2	660	Alco-GE	S1	B-B	49,500	198,000	1950	1

Effective date: Nov. 15, 1977. Source of information: Iowa Transfer. No units on present roster.

(1) 2 was sold to Relco Equipment (1970).

Road Numbers	HP	Builder	Builder's Model	Wheel Arrngt.	Tractive Effort	Weight	Date	Notes

Jamestown, Westfield & Northwestern Railroad
(Abandoned December 12, 1949)

600,700	600	GE	70-ton	B-B	35,000	140,000	1947	1

Effective date: Jan. 1978. Sources ofi information: Des Moines & Central Iowa, Chicago & North Western. No units on present roster.
(1) 600, 700 sold to the Des Moines & Central Iowa, renumbered 600, 700 (1950); then sold to Andrew Merilles Ltd.

The Jay Street Connecting Railroad
(Abandoned June 27, 1959)

3	175	GE	——	B-B	22,500	90,000	1913	1
4	200	GE	——	B-B	27,500	110,000	1918	2
5	300	Alco	——	B-B	28,500	114,000	1935	3
300	300	Alco	——	B-B	32,000	128,000	1930	4
7511	490	Vulcan	——	B-B	30,000	120,000	1944	5

Effective date: Jan. 1978. Sources of information: East Erie Commercial. No units on present roster..
(1) 3 was originally GE 1006, then GE E-1, then JSC 3 (9/16). It was retired and converted to a reacher flat (1948), then scrapped (1959).
(2) 4 was returned to GE as unsatisfactory (4/19), rebuilt (1922), then sold to East Erie Commercial Railroad, renumbered 2 (2nd) (9/22). Later, rebuilt to EEC 11 (4/36), scrapped (8/40).
(3) 5 was originally U.S. Navy Mare Island Navy Yard 5, then assigned but never renumbered 65-00451 (1949), then sold to the JSC, renumbered 5 (12/55); then sold to Patapsco Scrap, renumbered 5 (5/59); then scrapped (7/64).
(4) 300 was originally Alco demonstrator 300, then JSC 300 (5/31), then sold to Patapsco Scrap Co. (5/59), scrapped (7/64).
(5) 7511 was originally U.S. Army 7511, then JSC 7511 (1947), then Houdaille Construction Materials 7511 (7/59), then scrapped (3/66).

Johnstown & Stony Creek Rail Road

3	650	Whitcomb	65DE-19A	B-B	32,500	130,000	1943	1
462	600	GM-EMD	SW1	B-B	49,500	198,000	1949	2
469	600	GM-EMD	SW1	B-B	49,500	198,000	1950	2
471	600	GM-EMD	SW1	B-B	49,500	198,000	1950	2

Effective date: Aug. 20, 1969. Sources of information: J&SC, New York City Transit Authority. Units on present roster: 462, 469, 471.
(1) 3 was originally U.S. Army 7980, then Union Railroad 408, then J&SC 3, then Marshall Equipment 3, then South Brooklyn Railway 20000 (1961), then NYCTA 20000, then NYCTA 9 (1966).
(2) 462, 469, 471 were originally Union Railroad 462, 469, 471; then J&SC 462, 469, 471 (12/63).

Joplin-Pittsburgh Railroad
(Abandoned Feb. 28, 1954)

2001	350	Plymouth	GE	B-B	25,000	100,000	1932	1
2002	350	Plymouth	WE	B-B	25,000	100,000	1935	2
2003	500	Plymouth	PE	B-B	32,500	130,000	1936	3

Effective date: Jan. 1978. Source of information: Carthage Marble. No units on present roster.
(1) 2001 sold to the Cassville & Exeter, renumbered 2001; then sold to National Railroad Museum.
(2) 2002 sold to Carthage Marble, not numbered.
(3) 2003 sold to Hyman Michaels, then to the Fort Dodge, Des Moines & Southern, renumbered 501 (1954); then to Sonken-Galabma, which did not use the unit (12/56); then to the Kansas City & Westport Belt, also known as Kansas City Public Service Freight Operation, renumbered 1 (7/57); donated to Museum of Transport.

The Kanawha Central Railway

1 (1st) ?	Plymouth	HL	B	10,000	40,000	1941	1	
1 (2nd)	300	Plymouth	ML-8	B	23,000	70,000	1939	2

Effective date: July 13, 1966. Source of information: KC. Units on present roster: 1 (2nd).
(1) 1 (1st) sold to J. F. Casey, renumbered 29.
(2) 1 (2nd) was originally U.S. Navy 65-00227, then KC 1 (2nd) (12/54).

Kansas, Oklahoma & Gulf Railway
(Merged into The Texas & Pacific Railway April, 1970)

97-100	1500	GM-EMD	GP7	B-B	61,260	245,030	1952	1
101-102	1500	GM-EMD	GP7	B-B	61,260	245,030	1952	1
103-105	1500	GM-EMD	GP7	B-B	61,260	245,030	1952-3	1
570-571	1800	GM-EMD	GP28	B-B	65,800	263,300	1964	2
700-701	1800	GM-EMD	GP28	B-B	65,800	263,300	1964	2
751-754	1500	GM-EMD	F7A	B-B	57,760	231,025	1949	3
755B-756B	1500	GM-EMD	F7B	B-B	57,245	228,980	1949	4
801-804	1500	GM-EMD	GP7B-B	61,260	245,030	1952	1	
805-806	1500	GM-EMD	GP7	B-B	61,260	245,030	1952	1
807-809	1500	GM-EMD	GP7	B-B	61,260	245,030	1952-3	1
844-847	1500	GM-EMD	F7A	B-B	57,760	231,025	1949	3
846B-847B	1500	GM-EMD	F7B	B-B	57,245	228,980	1949	4
1001	1000	GM-EMD	NW2	B-B	61,140	244,560	1949	5
1027	1000	GM-EMD	NW2	B-B	61,140	244,560	1949	5

Effective date: Nov. 23, 1977. Sources of information: Missouri Pacific, E.I. du Pont de Nemours, GM-EMD,. No units on present roster.
(1) 801-809 renumbered 97-105 (12/63, 1/64, 12/63, 2/64, 1/64, 12/63, 1/64, 1/64, 1/64); then inherited by the Texas & Pacific, renumbered 97-105 (4/70); then renumbered T&P 1637-1640, 1688-1692 (2/75, 2/75, 2/75, 3/75, 8/75, 3/75, 8/75, 3/75, 9/75). T&P 1637, 1640. 1688-1691 were inherited by the Missouri Pacific renumbered 1637, 1640, 1688-1691 (10/76). T&P 1638-1639, 1692 sold to GM-EMD in trade for new power (12/75, 11/75, 12/75).
(2) 700-701 renumbered 570-571 (9/65), then inherited by T&P, renumbered 570-571 (4/70), then renumbered T&P 850-851 (11/71, 12/71), then T&P 2000-2001 (10/74, 8/74); then inherited by the MP, renumbered 2000-2001 (10/76).
(3) 751-754 renumbered 844-847 (11/63, 1/64, 12/63, 10/63). No. 844 was inherited by T&P, renumbered 844 (4/70). T&P 844 sold to GM-EMD in trade for new power (3/71). KO&G 845-847, sold to GM-EMD in trade for new power (9/66, 7/64, 8/64).
(4) 755B-756B renumbered 846B-847B (12/63); then inherited by T&P, renumbered 846B-847B (4/70); then sold to GM-EMD in trade for new power (12/71, 2/72).
(5) 1001 renumbered 1027 (2/64), then inherited by T&P, renumbered 1027 (4/70); then sold to E.I. du Pont de Nemours, renumbered 1027 (11/74).

Road Numbers	HP	Builder	Builder's Model	Wheel Arrngt.	Tractive Effort	Weight	Date	Notes

The Kansas City Connecting Railroad

13	660	GE	70-ton	B-B	35,000	140,000	1954	1

Effective date: Dec. 22, 1977. Sources of information: KCC, Cliffside Railroad. No units on present roster.
(1) 13 sold to the Cliffside Railroad, renumbered 13 (1969).

Kansas City Public Service Freight Operation

1	500	Plymotuth	PE	B-B	32,500	130,000	1936	1
2	300	GE	345-ton	B-B	22,500	90,000	1941	2
3	2300	GE	45-ton	B-B	22,500	90,000	1943	3
1120	900	Alco	HH 900	B-B	59,825	239,300	1937	4

Effective date: Jan. 1978. Sources of information: KCPSFO, Kansas City Southern. Units on present roster: 2-3.
(1) 1 was originally Joplin-Pittsburgh Railroad 2003, then was sold to Hyman Michaels, then sold to the Fort Dodge, Des Moines & Southern, renumbered 501 (1954); then sold to Sonken-Galamba, which did not use the unit (12/56); then sold to the Kansas City & Westport Belt, also known as the Kansas City Public Service Freight Operation, renumbered 1 (7/57); then donated to Museum of Transport.
(2) 2 was originally U.S. Army Benicia Arsenal Ordinance Depot ?, then U.S. Army ?, then Columbia Steel & Shafting ?, then KCPSFO 2 (8/60).
(3) 3 was originally U.S. Army 7497, then Columbia Steel & Shafting ?, then KCPSFO 3.
(4) 1120 was originally Youngstown & Northern 211, then Kansas City Southern 1120 (4/56), then KCPSFO 1120, then scrapped (7/65).

Kansas City Terminal Railway

40	40	660	Alco-GE	S1	B-B	58,200	194,000	1940
1								
40	41-43	660	Alco-GE	S1	B-B	459,400	198,000	1941
1								
40	44	660	Alco-GE	S1	B-B	59,400	198,000	1941
1								
50	50	900	Alco	HH 900	B-B	69,000	230,000	1938
2								
50	51	1000	Alco-GE	S2	B-B	69,000	230,000	1940
3								
50	52	1000	Alco-GE	S2	B-B	69,000	230,000	1940
4								
50	53-57	1000	Alco-GE	S2	B-B	69,000	230,000	1945
5								
50	58-59	1000	Alco-GE	S2	B-B	69,000	230,000	1949
6								
60	60-61	900	GM-EMC	NW	B-B	63,200	252,900	1938
7								
70	70-79	1200	GM-EMD	SW1200	B-B	60,000	246,000	1964

Effective date: Nov. 16, 1977. Sources of information: KCT, L.G. Everest, George R. Silcott, Michael Schiavone & Sons, Kansas City Southern, Transco. Units on present roster: 70-79.
(1) 40-44 sold to Prolerized Steel (8/12/64). 41 resold to Naval Ammunition Depot, Hayward OK. No. 43 resold to George R. Silcott, then to Schiavone & Sons, then scrapped.
(2) 50 sold to Prolerized Steel (8/12/64).
(3) 51 sold to Prolerized Steel (8/12/64), renumbered 115; then sold to Precision Engineering; then to the Louisiana & Arkansas, renumbered 1114; then to Matoon Service, renumbered 101,hen to Transco and renumbered 101.
(4) 52 was sold to Relco.
(5) 53 sold to Relco. 54 sold to Prolerized Steel (8/12/64). 55-56 scrapped (3/64, 8/64). 57 sold to Relco, renumbered 1006.
(6) 58-59 sold to Rel renumbered ?, 1009.
(7) 60 scrapped (3/ 61 rebuilt by GM-EMD to an SW8 with 800 hp, 56,890 lbs. of tractive effort, and 230,915 lbs. of weight (1952). No. 61 sold to George R. Silcott, the o Whisler Equipment Co., then to L.G. Everest, renumbered 13346.

Kelley's Creek & North Western Railroad

1	1⅛⅝??	GM-EMD	MP15	B-B	?	?	1976	
5	600	GE	70-ton	B-B	35,000	140,000	1949	
7	600	GE	70-ton	B-B	35,000	140,000	1950	
9	600	GE	70-ton	B-B	41,300	137,600	1948	1
11	600	GE	70-ton	B-B	23,600	137,600	1951	2

Effective date: Jan. 1978. Sources of information: KC&NW, Tidewater Southern, George R. Silcott, Clarendon & Pittsofrd. Units on present roster: 1, 5, 7, 9, 11.
(1) 9 was originally Tidewater Southern 142, then TS 742 (1951), then sold to Preston W. Duffy & Son (2/68), then sold to George R. Silcott, then sold to Valley Camp Coal Co., which renumbered it KC&NW 9.
(2) 11 was originally Rutland 500, then Clarendon & Pittsford 500 (8/62), then George R. Silcott 500, then KC&NW 11 (4/72).

Kelley's Creek Railroad
(Abandoned Feb. 28, 1964)

13	1200	GM-EMD	SW9	B-B	?	?	1953	1
500-501	600	GE	70-ton	B-B	35,000	140,000	1949	2

Effective date: Jan. 1978. Sources of information: Mc Louth Steel, Northern American Coal Co. No units on present roster.
(1) 13 was originally Campbell's Creek Railroad 13, then KC 13, then sold to Mc Louth Steel, renumbered 13 (1964).
(2) 500-501 sold to North American Coal Corp., renumbered 500-501.

Kentucky & Tennessee Railway

101	1000	Alco-GE	S2	B-B	69,000	130,0230,000	1943	1
102-103	1000	Alco-GE	S2	B-B	69,000	230,000	1943	1
104	1000	Alco-GE	S2	B-B	69,000	230,000	1949	2

Effective date: Jan. 1978. Source of information: K&T. Units on present roster: 101-104.
(1) 101-103 were originally Denver & Rio Grande Western 110, 118, 119; then K&T 101-103 (3/64).
(2) 104 was originally Delaware & Hudson 3028, then K&T 104 (9/17/65).

Road Numbers	HP	Builder	Builder's Model	Wheel Arrngt.	Tractive Effort	Weight	Date	Notes

Jacksonville Terminal

30-32	1000	GM-EMD	NW2	B-B	60,700	242,810	1947	1
33-36	1000	GM-EMD	NW2	B-B	60,900	243,500	1949	2
37-39	900	GM-EMD	SW900	B-B	57,000	231,500	1954	3

Effective date: Nov. 9, 1977. Sources of information: JT, Dominion Foundries & Steel, Pan-American Engineering, Interlake, George R. Silcott, Clinchfield, Seaboard Coast Line. No units on present roster.

(1) 30-32 sold to Pan-American Engineering, renumbered 30-32 (3/26/65, 5/21/64, 2/16/66). 30 and 32 were then resold to Dominion Foundries & Steel, renumbered 15, 17. 31 resold to George R. Silcott, then to Acme Newport Steel, renumbered 10 (6/64); then inherited by Interlake Steel, renumbered 4.

(2) 33 sold to the Seaboard Coast Line, renumbered 231. Nos. 34-36 sold to Pan-American Engineering. 34 resold to Dominion Foundries & Steel, renumbered 19. 36 resold to Clinchfield Railroad, renumbered 356.

(3) 37-39 sold to the SCL, renumbered 232-234.

Kentucky & Indiana Terminal 66, late H-12/44, built in March, 1953, at Louisville, Ky., in 1959.

Photograph by Jim Edmonston

Kentucky & Indiana Terminal Railroad

44	1000	Baldwin	VO 1000	B-B	71,245	237,480	1942	1
45	1000	Baldwin	VO 1000	B-B	71,140	237,130	1942	1
46	1000	Baldwin	VO 1000	B-B	71,230	237,430	1942	1
47	1000	Baldwin	VO 1000	B-B	72,245	240,980	1943	1
48-50	1000	FM	ALT 100.6A	B-B	72,000	240,760	1947	1
51-52	1000	FM	ALT 100.6A	B-B	72,000	238,700	1948	1
53-54	1000	BW	DS 4-4-1000	B-B	69,000	230,000	1948	2
55-59	1000	FM	ALT 100.6A	B-B	62,000	248,000	1949	
60-64	1200	FM	H12-44	B-B	62,000	248,000	1951	
65-66	1200	FM	H12-44	B-B	61,800	247,200	1953	
67-68	1500	GM-EMD	SW1500	B-B	60,500	246,510	1966	
70-71	1500	GM-EMD	SW1500	B-B	60,100	246,530	1968	
72-76	1500	GM-EMD	SW1500	B-B	62,000	253,800	1971	
77-79	1500	GM-EMD	SW1500	B-B	?	?	1972	
80-81	1500	GM-EMD	SW1500	B-B	?	?	1973	
82-83	1500	GM-EMD	SW1500	B-B	?	?	1974	

Effective date: Jan. 1978. Sources of information: K&IT, Precision National, George R. Silcott. Units on present roster: 67-68, 70-83.

(1) These units sold to GM-EMD in trade for new power: 45, 47 for 67-68 (1966); 44, 46 for 70-71 (1968); 48-52 for 72-76 (1971).

(2) 53-54 sold to Precision Engineering, scrapped (1968).

Kewaunee, Green Bay & Western Railroad
(Merged into Green Bay & Western Railroad on Jan. 1, 1969)

103	660	Alco-GE	S1	B-B	59,850	200,860	1941	1
201	1000	Alco-GE	S2	B-B	69,000	230,000	1948	2
309	2000	Alco Pr.	RS-11	B-B	61,400	249,800	1956	3
314	2400	Alco Pr.	DL-640A	B-B	64,700	258,800	1965	3
501-502	1500	Alco-GE	FA-1	B-B	?	?	1947	4
503	1500	Alco-GE	FA-1	B-B	58,500	232,500	1949	4

Effective date: Nov. 1977. Sources of information: KGB&W, Green Bay & Western, Nekoosa Papers, Nekoosa-Edwards Paper. No units on present roster.

(1) 103 sold to Nekoosa-Edwards Paper, renumbered 61; then inherited by Nekoosa pPapers, renumbered 61.

(2) 201 sold to Wisconsin Power & Light, renumbered 201.

(3) 309, 314 inherited by the Green Bay & Western, renumbered 309, 314.

(4) 501-503 were scrapped.

SWITCH LIST

All ads in this section cost 35¢ a word (minimum 25 words, no maximum), including abbreviations, names, initials, numbers, cities, states, or provinces. Zip codes free. SSE means "enclose self-addressed stamped envelope." Send check or money order with each entry to Bill Baigley, advertising manager, Railroad Magazine, 150 E. 58th Street, 35th Floor, New York, N.Y. 10022. Total remittance must accompany order. Deadline for ads: 15th of third month preceding month of issue. (Example: August issue closed May 15.)

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FOR SALE: Reconditioned folding roll-film cameras, sizes 120-620, for large, oblong negatives. Also reconditioned regular 8mm, 16mm movie cameras. Long SSE for lists.—Roger Arcara, 1525 Leland Ave., Bronx, N.Y. 10460.

TINPLATE WIDE-GAGE trains, accessories, catalogs, wanted!—Alden Miller, 3212-34th Ave. South, Minneapolis, Minn. 55406.

BICENTENNIAL STEAM, diesel, and traction throughout the United States is covered in the illustrated roster featured in the Bicentennial Edition of the *Railhead*, historical journal of Blackhawk Chapter, NRHS. Other articles on IC nostalgia, EJ&E centercabs. $2.75 per copy (includes first-class mail in flat envelope) from Railhead, P.O. Box A-3795, Chicago, Ill. 60690.

AVAILABLE: *The Northeast Railroad Scene: A Brief Look Before Conrail*, #1; *The Lehigh Valley*, #2; *The Lehigh & Hudson*, $4 each. New #3, *The Reading*, $5.—John Bissell, Box 11A, Netcong, N.J. 07857.

SEND LONG SSE for listing of over 50 railroad lanterns. Also switch keys, locks, and signs.—Kenneth Palmer, 128 Front St., Port Jervis, N.Y. 12771.

I WANT TO BUY railroad hardware, paper items, and magazines. Please furnish full description, condition, and price desired.—Rixon, Box 5063, Philadelphia, Pa. 19111.

ELEVEN ORIGINAL TOM'S clear plastic slipcovers for public tts., $6.75 per 100.—Tom Coval, 21 E. Robin Rd., Holland, Pa. 18966.

MAGAZINES BOUGHT/SOLD. Railroad, transit, employee magazines, fan club periodicals. Loose or bound copies. SSE for list.—C.N. Vallette, 1026 Claire, Huntingdon Valley, Pa. 19006.

RAILROAD MAGAZINE 1939-'44, $2 each; 1945-'49, $1.50; 1950-'77, $1. Shipping 10 percent (50¢ minimum); no shipping cost if total is over $25. Texans add 5 percent tax. Give second choices. MR., RMC, Trains, Guides, others; prices vary. List SSE.—F. & W. Enterprises, Box 1451, Richardson, Texas 75080.

TIMETABLES: Public and employee. New list and specials monthly. SSE.—Carl Loucks, 199 Wayland, Hamden, Conn. 06518.

BACK ISSUES: Railroad Magazine, Trains, Model Railroader, Railroad Model Craftsman, Model Trains, others. SSE for list.—J. Alker, 1054 Mayflower Court, Martinsville, N.J. 08836.

FOR SALE: UP or MILW dining-car waiter's uniforms. $35 with "gold" buttons, $30 without. Also UP linens, green, pink or yellow, $19.50 for cloth and four napkins; $22 for Harriman Special set.—Bucksnort Jct. Antiques, Box 52, Tea, S.D. 57064 (Wayne Kerslake).

"CANADIAN PACIFIC IN THE ROCKIES," a pictorial review of the CPR between Calgary and Revelstoke since 1938. Send money order for $3.50 to BRMNA, 5124 33rd St., N.W., Calgary, Alberta, Canada T2L 1V4.

B&W NEGATIVES 1969-'72 B&O, C&O, CNJ, EL, L&HR, LIRR, LV, RDG, others. List and sample $1.—Bob Margolin, P.O. Box 453, Port Washington, N.Y. 11050.

FOR SALE: 1925, 4-ton, Plymouth locomotive, 2-foot gage, (1) 1½ yard side dump car. Both restored. $7,500.—Terry Barlow, Box G, Washington, N.H. 03280. Tel.: 1-603-495-3415.

BOSTON & MAINE rail motor cars "gas buggies" photo set. Six 8x10 glossies $4 ppd. Cars covered include 1141, 1183, 1190, 1171, 1184, and 1150. Also Amtrak July 12, 1971, public tt., mint, $1.25. Free catalog.—Comet Films, Box 8741, Boston, Mass. 02114.

FOR SALE: Large collection of sizes 120 and 116 negatives of diesels, including industrials, shortlines, cabooses, stations, and passenger cars. No list; state wants.—Richard Anderson, 334 S. Prindle, Arlington Heights, Ill. 60004.

CHESAPEAKE & OHIO SOUNDS: Vol. 1 "Working Steam and Men." Historical LP record. Recorded in 1950s by J.I. Kelly, a C&O operator agent. $6.50 postpaid, record rate. Va. residents add 26 cents tax.—C&O Historical Society, Inc., 36 Inglewood Dr., Hampton, Va. 23666.

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AM SELLING the following from my personal collection: UPRR or MILW diner waiter's uniforms, $35.00 with gold buttons, $27.50 without. UPRR table linens, green, pink, or yellow, $19.50 for cloth and 4 napkins. Harriman Special set, $22. Also have blank UP kiddie menus, set of 6 for $1.25. Pullman blankets $35. Have much other railroadiana of all kinds. Send want list.—Wayne Kerslake, Box 52, Tea, S.D. 57064.

BEST OFFER: 125 issues of BLF&E magazines. 90 issues of *Engineers Journal*, 1951 to 1963.—Leroy E. Sprague, 513 Watkins Rd., Horseheads, N.Y. 14845.

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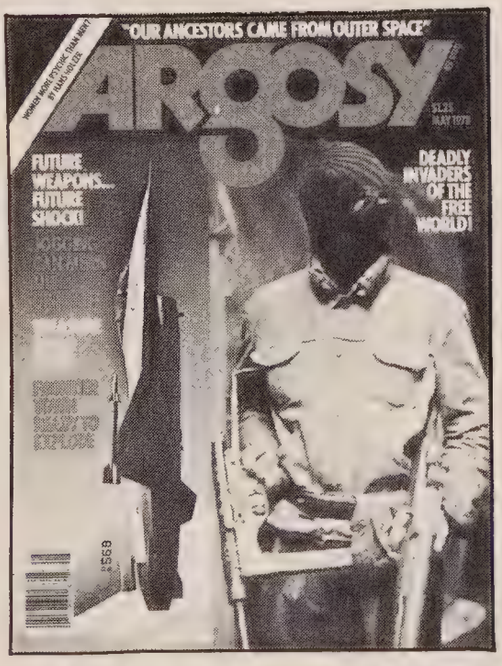

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RAILROADIANA FOR SALE and wanted. Send SSE with your specific requests. I place all items under railroad companies, traction, steam, guides, etc. Just received brass baggage checks dating back to late 1800s from several roads, especially Northeast.—Nestle's Railroadiana, R.D. 2, Greenwich, N.Y. 12834.

WANTED: Authentic railroad man's wrist (or pocket) watch bearing either name or insignia of railroad. Must be complete. Write Charles Mullen, Box 660, Cortland, N.Y. 13045.

OFFERING RAILROAD ITEMS, memorabilia, history, for the new and old collector. Send SSE for list. Will buy quality railroadiana.—T&L Railroad, 4512 Montrose, Houston, Texas 77006 (713-523-4356).

SELLING EMPLOYEES TIMETABLES, including 1951-'76, SP, ATSF, 1968 Guides, misc. paper, and rulebooks. Reasonable. SSE for list.—John Illman, Box 154, Nordland, Wash. 98358.

SECRETARY-ILLUSTRATOR wanted by model railroad equipment manufacturer. Start part time at home. Relocate within one year. Send resume to Steam Era Specialties, 1218 Turner Ave., Cambridge, Ohio 43725.

PASSES FOR SALE. 330 annual railroad, express, taxi, and circus passes. All mint and circa 1915. Send SSE for list.—Walsh, 326 High St., Northvale, N.J. 07647.

WANTED: Locomotive builders' and number plates, tall globe lanterns, other hardware items. Send description and price.—Ron Muldowney, Apt. 703-10, Bloomingdale Drive, Somerville, N.J. 08876.

COLOR SLIDES, Kodachrome custom-made copies. Steam, diesel, trolley, United States and foreign. Sample 40¢.—Charles Parsons, Rte. 4, Box 425, Dunnellon, Fla. 32630.

FOR SALE: RAILROAD MAGAZINES from April 1973 to present, good condition, $45. Prepaid.—Harry Cook, 7200 Raytown Rd., Raytown, Mo. 64133.

WANTED: NEGATIVES, transfers, tickets, anything on Scranton Railway Co., Scranton Transit Co., Northern Electric Street Ry.—Charles Wrobleski, Box 663, Scranton, Pa. 18501.

MIDWESTERN RAILS! An interesting monthly newsletter about Midwest railroads with information, news, and photos. 12 big issues only $8. Money back guarantee. Rush to White Publishing, Box 286-R, Geneseo, Ill. 61254.

BUFFALO-LAKE ERIE TRACTION, N.W. Penn., Meadville, 430 illustrations, 12 maps, 3 rosters. Dunkirk, Fredonia, Westfield, b&w, 224 pages 8½x11", $9.50.—Bill Gordon, 232 Beresford Rd., Rochester, N.Y. 14610.

FOR SALE: a new book, *Detroit, Its Trolleys and Interurbans.* 48 pages, with photos and maps, $2.75.—Michigan Transit Museum, P.O. Box 12, Fraser, Mich. 48026.

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YES, I'M STILL COLLECTING old RR stock certificates, Poor's/Moody's Manuals, junk ticket daters. Have any? Swap too.—Bob Greenawalt, 9239 De Adalena, Rosemead, Calif. 91770.

BOSTON & MAINE RAIL MOTOR CARS "gas buggies" photo set, six 8x10 glossies $4, postpaid. Cars covered include 1141, 1183, 1190, 1171, 1184, and 1150. Also Amtrak July 12, 1971, public timetable $1.25 mint. Free catalog.—Comet Films, Box 8741, Boston, Mass. 02114.

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TIMETABLES, public and employee. New lost and special monthly. Send SSE to Carl Loucks, 199 Wayland, Hamden, Conn. 06518. ●

Coming Events

(No charge for listing here)

STEAM-POWERED passenger train with ex-Reading T-1 No. 2101 on Chessie steam scheduled specials, May 20-Oct. 29 on trips from points in Cincinnati, Columbus, and Cleveland, Ohio; Chicago; Detroit and Grand Rapids, Mich.; Pittsburgh, Pa.; Baltimore and Cumberland, Md.; Richmond and Clifton Forge, Va.; Huntington, W. Va. Contact Chessie Steam Special, 2 N. Charles St., Baltimore, Md. 21201.

Wilmington & Western steam train Sat. & Sun. all summer from Greenbank station near junction of Del. Rtes. 2, 41. Lv. Greenbank 12:30, 2, 3 p.m. Adults $2.50, kids under 12, $1.25. For brochure send SSE to Henry Dickinson, Jr., P.O. Box 1374, Wilmington, Del. 19899.

Yakima Interurban Trolley Lines wooden, single-truck, Brill trolleys run weekends thru Sept. 10; daily July 17-Aug. 18, incl. evening rides through Selah Gap, charter on regular trip. $2, regular; $96 two hours for 1 to 32 people. Info from YITL, P.O. Box 124, Yakima, Wash. 98907.

Cuyahoga Valley Line runs thru Nov. 4, Sat. & Sun., Cleveland, Peninsula, and Akron, Ohio, on scenic steam trip behind ex-GTW 4070. Lv. Value City, south of Cleveland on Granger Rd., Rte. 17, 11 a.m.; return 5 p.m. Get various fare plans from Cuyahoga Valley Line, P.O. Box 49, Peninsula, Ohio 44264.

June 24: Boston, Mass., to Bellows Falls, Vt., round trip sponsored by Mass. Bay Railroad Enthusiasts, Box 136, Dept. R, Ward Hill, Mass. 01830. First daylight passenger train on B&M Conn. River Div., Springfield-Greenfield in 12 years. Seating limited. Photo run-bys. Adults $34.95, kids (12 and under) $22.95. Side excur. to Steamtown, steam ride and museum admission, $6.50. Rail excur. to White River Jct., $4 additional. Get added info from William Crawford, president, MBRRE, 20 Emerald Rd., Nahant, Mass. 01908.

June 24-25: 2nd annual Midwest Region, Railroadiana Collectors Assn., memorabilia and meet, Holiday Inn, I-80 and Rte. 51, LaSalle-Peru, Ill., Sat. 10 a.m.-5 p.m., Sun. 10 a.m.-2 p.m. Adults $1, kids under 12 with parents free. Tables: members $6, non-members $10. John Carpenter, P.O. Box 401, Sheridan, Ill. 60551.

June 28-30: United Transportation Union Region 3 meeting, Hyatt Regency, Atlanta, Ga.; July 13-15: UTU Region 1 meeting, Mariott Inn, Providence, R.I.; Aug. 3-5: UTU Region 2, Seven Springs Resort, Champion, Pa.; Aug. 17-19: UTU Region 4, Sheraton Lick, French Lick, Ind.; Aug. 27-29: UTU Region 5, Carson Inn-Nordic Hills, Itasca, Ill.; Sept. 14-16: UTU Reg. 7, Ramada Inn, Minot, N.D., and Sept. 28-30: UTU Region 8, Inn at the Park, Anaheim, Calif.

July 1-16: Pacific Northwest trip from Boston to Seattle via Amtrak, return on CP thru Canadian Rockies. Details from Mrs. Martha Carpenter, Mystic Valley Ry. Society, 55 Borune St., Jamaica Plain, Mass. 02130.

July 2: special trolley trip on SEPTA-RED Arrow Division, Philadelphia. Leave 69th St. Terminal at 1, return about 5 p.m.; Media, Sharon Hill lines. Reservations, adults $7, kids $3.50. Contact Ernest Kovacs, 416 Second Ave., Bethlehem, Pa. 18018.

July 8 and 9: Railfair '78 Rocky Mt. region's big exhibit at Jefferson County Fairgrounds, 15200 W. 6th Ave., Denver. Includes railroads, collectors, railroadiana dealers, model railroaders, annual photo contest, clubs, movies, door prizes. Get details from Richard Luckin, chairman, Railfair '78, Intermountain-NRHS, Box 5181, Terminal Annex, Denver, Colo. 80217.

July 14-16: Island Pond Historical Society, gala celebration for 125th anniversary of Grand Trunk, first International railway in North America. Get info from John Carbonneau, Society president, Island Pond, Vt. 05846.

Aug. 11-13: 726th Railway Operating Battalion reunion in El Paso, Texas. Contact J.F. Schroeder, 5220 Mora Dr., El Paso, Texas 79932.

Aug. 16-20: Transfair '78, international transportation exposition, at National Aviation Facilities Experimental Center, Atlantic City, N.J.

Aug. 31-Sept. 4: Inter/rail 78, National Railway Historical Society convention in Portland, Seat-

tle, Vancouver, B.C. Activities incl. The Dalles Dam R.R., Portland Zoo Ry., OP&E, Amtrak, Yakima Trolley line, S.S. Princess Marguerite, and doubleheaded steam on B.C. Ry. Send SSE for details. Pacific Northwest-NRHS, Rm. 1, Union Station, Portland, Ore. 97209.

Sept. 2-12: Pacific Northwest rail and sea adventure via ship, trolley car, trains, buses. Lv. San Francisco on Grace-Prudential liner for north, return SF on Amtrak *Pioneer*. Sept. 7-12: Big sky and mountain country of Colo. and N.M. trip via Amtrak from San Francisco to Albuquerque. Special bus to Chama and Durango for trip over Cumbres & Toltec Scenic and Silverton train. *Rio Grande Zephyr*, Grand Jct. to Salt Lake City. Return to SF on *San Francisco Zephyr*. Rates, brochure from Jim Weinberger, R&LHS Tour Conductor, 2539 Hopkins Ave., Redwood City, Calif. 94062.

Sept. 17: Suffolk County Model R.R. Engineers Train Meet, 10 a.m.-3 p.m., K. of C. Hall, Hawthorne Ave., East Islip, N.Y. Buy, sell trade trains, all gages and scales, other railroadiana. Adults at door $2, kids under 12 free. Contact Ed Jablonsky, 25 Race Pl., Oakdale, N.Y. 11769.

Sept. 23-24: annual 2-day trip over Clinchfield Railroad, using steam One-Spot and F units. Lv. Elkhorn City, Ky., on 500-mile roundtrip thru 5 states, 54 tunnels, deep gorges, high trestles, mountain scenery; meals enroute to Spartanburg, S.C. Motel accommodations, buffet supper, breakfast at Spartanburg. Open gondola and club car on southern half of trip. Info with ticket purchase or SSE from Carl E. Adkins, Bluegrass Railroad Club, Lexington, Ky. 40504, or call 606 278-1975. ●

Pen Pals Wanted

(No charge for listing in this section)

Miss Thelma Paires (age 28), Cansojong, Talisay, Cebu, Philippines 6453, high school grad, collects stamps.

Mlle Dominique Beauvalet, 3 Rue des Bruyeres, Tregues, 22360 Languex, France, daughter of French rr. clerk, will write to railroader's daughter.

Marvin M. Davis, disabled retired conductor, R-2, Box 110, Bluefield, W. Va. 24701, wants to correspond with old Army buddies in Sr. Battery, 48th Field Artillery Battalion, Sepul, Korea, 1947-'48.

Miss Matilde G. Pugoy (age 18), 280 D. Tupas St., Cebu City, Philippines 6401, university student.

Mlle Brigitte Bonnet (also Mlle. Myriam Bonnet, age 13), 6 Avenue de l'Ecole Normale, 26000 Valence, France, daughters of French loco engr. Brigitte likes pop music, reading, movies. Myriam likes nature study.

Mr. N. Davies, 40 Old Farm Ave., Sidcup, Kent, England, British trade union branch officer, collects trade union pins and badges, will correspond with similar collectors in U.S. and Canada.

Miss Luisa L. Dane (age 21), 516 Mango Ave., Cebu City, Philippines 6401, college student.

Miss Emma Merino (age 17), Kawayan, Leyte 6907, high school graduate.

Miss Jeanette Beenau (age 17), 78 Irving Terrace, Depew, N.Y. 14043, interested in drawing, singing, bowling, partying, swimming, travel.

Miss Leilani Mangubat (age 20), 122-V Urgello St., Cebu City, Philippines 6401, college student, collects stamps and dolls.

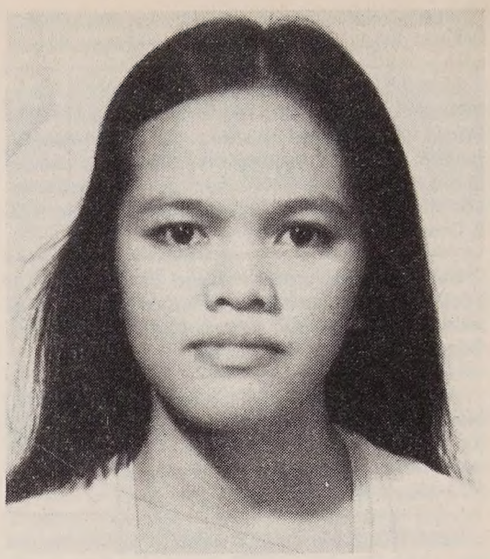
Miss Ellen R. Tumamak (age 20), c/o Atty. Dominador Tabucanon, Rizal St., Ormoc City, Leyte, Philippines, student.

Lloyd Dragoo, 1242 Eastside Blvd., Hastings, Neb. 68901, will write to anyone who'll help him to find Katy, ACL, L&N, of C&G passenger train uniforms.

Miss Thelma Apacible (age 18), Basud, Biliraz, Leyte, Philippines.

Harvey Kahn (age 30), 1454 E. 102nd St., Brooklyn, N.Y. 11236, corresponds with railfans who swap slides.

Elmer Hedrick (age 30, single), 116 Oak Ave., Elsmere, Dela. 19805, interested in ATSF, UP, SP, collects picture postcards, will write to railfans, esp. females.



Dioselyn Lomoljo of Cebu City.

Miss Dioselyn Lomoljo (age 19), Millur Compound, 122 V Urgollo St., Cebu City, Philippines 6401, college student.

Ms. Dorothea Ba-ar (age 40), 17-A Lakandula St., Cebu City, Philippines 6401.

Matt Merta (age 13), 1428 Hollywood, Dearborn, Mich. 48124, interested in finding abandoned Mich. railroads, will write to anyone in early teens.

Miss Evangeline C. Rabaya (age 22), 510 Cansogong, Talisay, Cebu 6453, college student.

Frank McAleese (age 32), 6123 Edmund St., Philadelphia, Pa. ex-boiler inspector, now power plant engr., likes animals and sincere people.

Tim Moore, 3 Lincoln Lane, Simsbury, Conn. buys steam loco number plates, bldr. plates.

Miss Poreria Ligutan (age 19), Upper Hiraan, Carigara, Leyte, Philippines.

Miss Teresita Cabella (24), Agency Working: Population Commission, Carigara, Leyte, Philippines 7108, likes typing, reading, collects stamps.

R.P. Blasik, 86 Merrimack St., Hooksett, N.H. 03106, collects New Eng. rail lanterns, caboose and engine markers, switch keys. ●

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